

(ESTABLISHED 1884)

**\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS**

## Intimations.

100-441100-1000



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

|               |            |                        |
|---------------|------------|------------------------|
| S.S. "HONAM," | 2,363 tons | Captain S. Bell Smith. |
| "POWAN,"      | 2,338 "    | " H. J. Black.         |
| "FATSHAN,"    | 2,260 "    | " C. V. Lloyd.         |
| "KINSHAN,"    | 1,995 "    | " B. Brunch.           |
| "HEUNGSHAN,"  | 1,998 "    | " R. D. Thomas.        |

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).  
The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

|                |            |                          |
|----------------|------------|--------------------------|
| S.S. "SUI-AN," | 1,651 tons | Captain W. A. Valentine. |
| "SUI-TAI,"     | 1,651 "    | " G. F. Morrison.        |

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.  
On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.  
The "SUI-AN" and "SUI-TAI" will not run on Sunday next.  
Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

## CANTON-MACAO LINE.

|                  |            |                     |
|------------------|------------|---------------------|
| S.S. "LUNGSHAN," | 2,191 tons | Captain W. Reynell. |
|------------------|------------|---------------------|

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

|                |            |                    |
|----------------|------------|--------------------|
| S.S. "SAINAM," | 1,588 tons | Captain J. Wilcox. |
| "NANNING,"     | 1,559 "    | " Mackintosh.      |

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 9th September, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

|                          |                       |
|--------------------------|-----------------------|
| S.S. "PAUL BEAU,"        | 1,900 tons, 14 knots. |
| S.S. "CHARLES HARDOUIN," | 1,900 tons, 14 knots. |

These steamers, most luxuriously appointed and punctual steamers on the line.  
Departure from Hongkong at 9.30 P.M. (Saturdays excepted).  
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.  
The Company's Wharf is at the end of Wing Lok Street (Tram Station).  
Canton Agents:—Messrs. R. Pasquet & Co.  
For further particulars, please apply to—

BARRETTO &amp; CO., Agents.

Hongkong, 5th April, 1907.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted throughout by Electricity.  
A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.  
For further information apply to—  
BUTTERFIELD & SWIRE, AGENTS,  
HONGKONG, 9th August, 1907.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE

BETWEEN JAVA, CHINA, AND JAPAN.

| Steamer.      | From  | Expected on or about | Will leave for | On or about       |
|---------------|-------|----------------------|----------------|-------------------|
| TJIPANAS ...  | JAPAN | First half Sept.     | JAVA PORTS     | First half Sept.  |
| TJIKINI ...   | JAPAN | First half Sept.     | JAPAN          | First half Sept.  |
| TJILATJAP ... | JAPAN | Second half Sept.    | JAVA PORTS     | Second half Sept. |
| TJILIWONG ... | JAPAN | Second half Sept.    | JAVA PORTS     | First half Oct.   |
| TJIBODAS ...  | JAPAN | Second half Oct.     | JAPAN          | Second half Oct.  |
| TJIMAH ...    | JAPAN | Second half Oct.     | JAVA PORTS     | Second half Oct.  |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.  
YORK BUILDINGS, 1st floor,  
Hongkong, 6th September, 1907.

## Dentistry.

TSIN TING.  
LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AGUIAR STREET.  
REASONABLE FEES.  
Consultation Free.  
Hongkong, 30th June, 1904.

Dr. M. H. CHAUN,  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY  
33, QUEEN'S ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 16th April, 1903.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 76 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 38.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 6th Edt.

Liebers, Sonnets, A. L. and Watkins.

Yokohama, May 23rd, 1905.

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## Mails.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

|                                                                                          |                                           |                                      |
|------------------------------------------------------------------------------------------|-------------------------------------------|--------------------------------------|
| SHANGHAI, NAGASAKI, HIOGO and YOKOHAMA                                                   | "GOEBEN" Capt. B. Welhelm                 | TUESDAY, 8 A.M., 10th Sept, 1907.    |
| NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG                               | "PRINZ RITTEL FRIEDRICH" Capt. E. Malchow | WEDNESDAY, Noon, 11th Sept, 1907.    |
| MANILA, FRIEDRICH WILHELMSHAFEN, SIMPSON, HAFEN, SAMARAI, BRISBANE, SYDNEY and MELBOURNE | "PRINZ SIGISMUND" Capt. D. Lent           | THURSDAY, Noon, 12th Sept, 1907.     |
| KUDAT and SANDAKAN                                                                       | "BORNEO" Capt. Sembill                    | Beginning of October, 1907.          |
| YOKOHAMA and KOBE                                                                        | "PRINZ WALDEMAR" Capt. W. v. Senden       | About THURSDAY, the 18th Oct., 1907. |

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 9th September, 1907.

## Intimation.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong, will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
LONDON, CALCUTTA, SHANGHAI,  
21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.  
Hongkong, 27th November, 1905.

## Hotel.

## KOWLOON HOTEL, HONGKONG.

## NEEDS NO ADVERTISING.

World-Wide Reputation.  
The only First-class Hotel in Kowloon.  
Most Charming and Popular Resort in the Colony.  
Electric Lights, Fans and Call Bells.  
Bath Rooms attached to Each Room.

Telegraphic Address:  
"CHEF" HONGKONG.  
Telephone No. K4.

Unrivalled for Comfort and Cuisine:  
Thoroughly Up to Date with Every Modern Luxury.  
Billiards and Bowling Alleys.  
Moderate Terms and No Extras.  
Modern Management.

O. E. OWEN,  
Proprietor.  
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## BLOOD MACHINE.

AN AMAZING SCIENTIFIC DISCOVERY.  
OLD AGE, ANEMIA, CONSUMPTION AND TYPHOID "THINGS" (F. THE PAST).

[Special to The Hongkong Times.]

Amazing revolutionary plan of science to have human beings bred and trained specially to maintain perfectly healthy blood, and to keep these human "blood broods" in perfect condition so that any time the old, the weak, and the sick may be revitalised and re-made by the infusion of their lustrous red corpuscles.

When H. G. Wells, the famous English philosopher, prophet, and novelist, wrote in his "War of the Worlds" his vivid picture of the highly-organised Martians, who by evolution had long outgrown the use of food, receiving their vitality by the injection of pure blood from a farm of human beings whom they raised for the purpose, his idea was thought the weird dream of a fantastic mind.

But—just as the Martians kept herded together their blood for the replenishment of the vital fluid, so in the future every well-equipped hospital may have its human blood machines, more potent in effect than all the drugs ever known.

Blood Machines—human beings bred and reared, for at least trained and maintained with the perfection of their circulatory systems for the benefit of others as the supreme goal—will be the aim of surgery within the next decade.

From this blood-brood into the veins of the old, the sick, the weak will be poured a revitalising, remaking flood of life, thus realising the dreams of the alchemists, the elixir of life, the fountain of youth, and all the other lures of the seekers that have for ages swept to depths of despair those who have greatly sought.

This gigantic, most revolutionary plan of science has been revealed by remarkable operation of blood transfusion performed in Philadelphia by Dr. George Dorrance, Assistant Professor of Surgery at the University of Pennsylvania and Chief Surgeon for the out-patient Department of St. Agnes' Hospital.

Discoverer of the method after long years of experimentation, he has given its details to the great minds of surgery in America, and in perhaps half a score of laboratories, the most marvellous advance in the history of medicine is being secretly wrought out.

Living, normal, healthy creatures will be used by the surgeon for the renewal of wasted tissue and of worn-out corpuscles, for the combating of deadly bacilli and insidious disease, perhaps robbing old age of victims, and selected with the same scientific disposal and mechanical skill that he would have employed in the olden time for the selection of instrument or drug.

Peter Anderson, a German waiter, is the man who will go down to medical fame as the pioneer in all history to undergo the first "embroidery." Two quarts of his blood Anderson gave to save the life of his wife, then in the death coma from anaemia. His act was accompanied by great personal risk and he has been deluged with letters complimenting him for his courage. He has been suggested for the Carnegie Medal. Nevertheless, the personal side of the affair sinks into utter insignificance compared to the tremendous field the success of the operation has opened up.

To thoroughly understand the new plan, the story of the first step must be told.

Mrs. Anderson had suffered from anaemia since girlhood. Latterly the disease had weakened her to such an extent that recovery was deemed impossible. The blood test showed only 10 per cent of red corpuscles. When she was sinking into the death coma at the Polyclinic Hospital, Dr. David Reesman, chief physician, and one of those in the confidence of Dr. Dorrance, called upon him in despair to put his discovery to the test.

Up to the time Dr. Dorrance had experimented only upon animals. He had not as yet attempted to transfuse even on these the artery of one to the vein of another. All his delicate sewing had been done on a single artery.

He examined the woman, announced that her life could be saved, and sent for her husband. "Anderson, clean skinned and big-framed, came. The case was put to him.

"You will have to give a large quantity of blood," he was told, "and there is danger that the shock will be severe enough to stop your heart."

"Will it save my wife?" asked Anderson. Told that it would he said:—

"That's all right then. Go ahead."

Anderson was etherised and placed beside his wife. It was not necessary to give her an anesthetic. So low was her vitality, that she had already sunk into the unconsciousness that precedes death.

Dr. Dorrance bared the man's right arm, and with a rapid stroke severed the artery. The end connected with the heart he pressed tightly between thumb and forefinger and closed the other with ligatures. This accomplished, he placed a clamp, devised by him especially for his experiments, on the heart end and it was rightly and easily closed.

Then he opened the large vein in Mrs. Anderson's left arm, inserted into it the free end of her husband's artery with forceps, and began his wonderful surgical "embroidery." Tiny needles flew with rigid precision faster than the untrained eye could follow. When it was accomplished husband and wife were united by artery and vein, with the man's life blood pouring through.

Literally man and woman were sewed together.

When the clamps were finally removed the blood pushed from Anderson's artery into his wife's vein. It was explained that to pump from artery into artery would mean death, as two streams going in opposite directions would meet and the weaker heart would be greatly, if not fatally, affected.

In a vein, however, which bears the same relation to an artery as a quiet back channel to a brawling, swiftly moving stream, there would be no opposition, no strife of hearts.

Careful watch was kept on Mrs. Anderson's pulse. For a few minutes it registered the

24 or 25 intermittent sluggish beats, as before. Then, with a rapidity, as to a trained touch, it began to accelerate. "Soon its beating" was noticeably regular, and with this there began to steal into her cheeks the faintest flush, the first flush her cheeks had known for fifteen years. The face of her husband, lying beside her began to grow pale.

"It was as though we were trying on life itself," said one of the surgeons, who was there. "It was like seeing life being poured into a corpse."

Then the suture was deftly severed. Clamps were applied to the arms of man and woman. It took Dr. Dorrance just five minutes to sew up Anderson's artery, employing the same process that he had used in making the junction. Then Mrs. Anderson's vein was treated in the same manner, and the operation was over.

It is estimated that Dr. Dorrance's labour, in the matter took actually just seventeen minutes although for nearly an hour the artery was joined to the vein.

So much for the things that the man of science say they know can be done.

As for the potentialities, they reach up to the actual conquest of old age itself. Metchnikoff, of the Pasteur Institute in Paris, declares there is great reason to suppose senility to be a form of germ disease. He only follows in the steps of others as great as he, and of his contemporaries.

If the body can be emptied of its vitiated blood like a bag—and this is the method for consumption and for other diseases; that the new surgery proposes to use—and be refilled with fresh, young, pure blood, absolutely teeming with vitality, it is very possible that old age will soon be a horror of the past.

There is Mrs. Anderson now, so rosy checked and smiling, when ten days ago she was a pallid shell of a woman with heart hardly beating. Her blood now shows 85 per cent. red corpuscles where it showed ten and the machinery having been set moving there is no danger of her going back to the old state.

The idea of what he calls "surgical embroidery" came to Dr. Dorrance. He experimented on horses and dogs, cutting and recutting the arteries and sewing until he had acquired the ability to use almost infinitesimal needles in the operation. During this time he experimented on possibly fifty horses and forty dogs. At least he perfected the operation.

Now while the public sees only the sentimental side of the Anderson operation, science knows it is a revolution. There are potentialities the extent of which can only be vaguely grasped. There are, however, actualities soon to follow quite startling as any of the possibilities.

Dr. Dorrance himself admits that from the method he hopes to see consumption wiped out of the world.

He believes that the lives of thousands of children will be saved by the utter rout of marasmus and inanition, the operation being safe to perform on a baby three days old.

Anemia, he confidently asserts, is a thing of the past.

Typhoid fever will be robbed of its terror because after a hemorrhage the patient's life can be saved by the transfusion rapidly administered.

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co's Steamer

"DELTA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. "Victoria."  
From Calcutta, ex S.S. "Nile."  
From Persian Gulf, ex B.I.S.N. and B. & P.S.N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,  
Superintendent.  
Hongkong, 5th September, 1907.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co's Steamer

"PERA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No Claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,  
Superintendent.  
Hongkong, 4th September, 1907.



**Intimations.**

**WM. POWELL, LTD., ALEXANDRA BUILDINGS.**

*"The best the World produces."*

**JONES' SEWING MACHINES.**

**BRITISH-MAKE.**

**UNRIVALLED FOR SPEED AND SIMPLICITY.**

**JONES' SEWING MACHINES.**

**WM. POWELL, LTD., HONGKONG.**

Hongkong, 7th September, 1907.

**Intimations.**

**A GRAND PROMENADE CONCERT** will be held on the **VOLUNTEER PARADE GROUND**, on **SATURDAY**, the 14th instant, at 9.15 p.m. Tickets: \$2 and \$1, can be obtained from Messrs. KELLY & WALSH, and from VOLUNTEER HEAD QUARTERS, Hongkong, 4th September, 1907. [802]

**COLONIAL SECRETARY'S DEPARTMENT.**

IT is hereby notified that information has been received from the Military Authorities that FIELD FIRING will be carried out daily from MONDAY, the 9th instant, until FRIDAY, the 13th instant, inclusive, commencing at 7.40 a.m. and finishing at noon, from the South-West slope of Victoria Peak below Mountain Lodge in a westerly direction towards the East slope of High West.

F. H. MAY, Colonial Secretary, Hongkong, 2nd September, 1907. [811]

**THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.**

(CAPITAL PAID UP ..... \$1,000,000.)

Undertakes and Executes THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., &c., SHEWAN, TOMES & CO., General Managers, Hongkong, 22nd May, 1907. [624]

**MR. E. E. SMITH** WITH CHARLES C. MACKEE, Representative in Oriel, Operating with HUTCHISON & CO., HAS ARRIVED IN HONGKONG, Staying at Connaught Hotel.

Knitting Machinery, and All-Knitting Mill Accessories, Cotton and Woollen Machinery, Sewing Machinery, and all kinds of Specialities, Rice and Flour Mill Machinery, Paper Makers' Machinery, General Machinery, and Specialities. Hongkong, 4th September, 1907. [804]

**PATHE FRERES, PARIS.**

**CINEMATOGRAPHS AND FILMS.**

NEW FILMS ARRIVE WEEKLY. Price 43 cents (Straits Currency) per metre.

SOLE AGENT FOR The Straits, Borneo, Java, Sumatra, Siam, Hongkong, The Philippines, &c. F. DREYFUS, 19, Stamford Road, Singapore. [776]

**PEAK TRAMWAYS COMPANY, LIMITED.**

**TIME TABLE**

**WEEK DAYS.**

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

**NIGHT CARS.**

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

**SUNDAYS.**

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.00 a.m. to 12.00 noon ... Every 15 minutes.  
12.00 noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

**NIGHT CARS as on Week Days.**

**SATURDAYS.**

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

**SPECIAL CARS** by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 4th June, 1907. [159]

**COLD STORAGE.**

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager, Hongkong, 22nd June, 1905. [63]

**COURES MEN & WOMEN**

Big Cures for any kind of disease, discharge and inflammation, irritation or ulceration of the urinary tract, and all other ailments connected with the urinary system. Guaranteed not to irritate. Prevents contagion.

4010, BY GILBERT, Circular mailed on request. HAYWARD & CO., The Great Central, CHINDHATI, C. [1078]

**Public Company.**

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 28th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th September, both days inclusive.

DOUGLAS LAFRAIK & Co., General Managers, Hongkong, 7th September, 1907. [815]

**Notice of Firm.**

**BANCO NACIONAL ULTRAMARINO.**

THE Agency of the above Bank in Hongkong will from the 1st of September, 1907, be transferred to Messrs. ARRASTOIN V. APAR & Co., in the place and stead of Messrs. ROZARIO & Co.

O Gerente da Agencia DO BANCO NACIONAL ULTRAMARINO, JOAQUIM L. C. GOMES, Dated 21st August, 1907. [756]

**Auctions.**

**PUBLIC AUCTION.**

THE Undersigned have received instructions from H. M.'s Naval Store Officer, to sell by PUBLIC AUCTION, on THURSDAY, the 12th September, 1907, commencing at 11 a.m., at the Naval Yard, The following—

Single Screw Steam Tug "SOLENT," Length over all 100 ft. Load displacement 150 tons. Built by Cox & Co., Falmouth, 1885. Propelling Machinery—one set of surface condensing compound engines. Fitted with steel capstan and winch, crane derrick and steam traction engine, bladed gun-metal propeller, &c., &c. This vessel to be sold as she now lies in the Naval Yard Camber.

The Admiralty will not be responsible for any errors in the foregoing description. The vessel will be open to inspection for seven days before date of sale between 9 a.m. and noon (Saturday and Sunday excepted). Inspecting orders can be obtained from the Auctioneers.

TERMS.—Cash before delivery; 25% of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 13rd August, 1907. [773]

By ORDER OF THE MORTGAGEES.

MESSRS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION, on WEDNESDAY, the 25th day of September, 1907, at 3 p.m., at their Sales Room, 8 Des Voeux Road Central.

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY IN ONE LOT.

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12, D'AGUIAR STREET, HONGKONG.

Hongkong, 3rd September, 1907. [800]

**COMMERCIAL FREIGHT MARKET.**

In their fortnightly circular of the 7th inst. Messrs. Lambe and Rogge state—

Throughout the fortnight extreme dullness has again characterized the freight market, only an occasional feature here and there breaking the monotony, and prospects for the current month are disheartening. Several boats are kept in enforced idleness in our and neighboring ports, and in the interest of these and such others as will shortly terminate present engagements, it is to be hoped that the expectations entertained in connection with the coming Yangtze crop will reach realization. Rumour, which however requires confirmation, says that Bangkok exports, a few weeks hence, may also assume sufficient proportions to warrant employment of a few outsiders.

As for actual business done, two charters are reported at 14 and 15 cents in the direction Saigon to Hongkong. Further demand does not appear to exist.

Two prompt boats have been fixed for the voyage from Saigon to port Philippines at 22 and 24 cents, respectively, according to quantity. There are indications of further tonnage being wanted for end of September loading, but as low as 20 cents being held out, owners are not eager to treat yet.

Saigon to Singapore a settlement is recorded on lump sum terms.

Bangkok for Hongkong for prompt loading there is nothing doing, and there is also an entire absence of demand for tonnage to load from Java for this coast.

Pewchow continues in the same bad state as before.

Coal Freight:—Moji to this \$1.50 has been paid. A very prompt steamer had to accept the same rate from Wakamatsu to this. Moji to Swatow has had a charter at \$1.70.

In all freights there is nothing fresh to report.

Sail tonnage loading or to load:—For New York and/or Baltimore—British ship King George, 2,057 tons, arrived 21st July. British bark Lyndhurst, 2,740 tons, arrived 26th July. British bark Alceda, 2,491 tons, arrived 27th July. British bark Editha, 2,968 tons, arrived 24th August. British bark Lawhill, 1,950 tons, arrived 28th August.

Sail Tonnage Disengaged.—None.

Departure of Sailing.—None.

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ESTABLISHED A.D. 1841.

## CHEMISTS

By Appointment to His Excellency THE  
GOVERNOR AND HOUSEHOLD.WATSON'S  
HOUSEHOLD  
AMMONIA.An Elegant Preparation for the Toilet and  
Bath, Refreshing and Invigorating.

## LOTION

FOR

## PRICKLY HEAT.

An Efficacious Remedy.  
GIVES INSTANT RELIEF.PURE CARBOLIC  
SOAPS.

Highly Recommended by the Medical Faculty.

## STRONG MEDICAL.

Guaranteed to contain 20 per cent. of  
Pure Carbolic Acid.

## MEDIUM.

Guaranteed to contain 10 per cent. of  
Pure Carbolic Acid.

## TOILET SOAP.

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WASH.Antiseptic and Detergent—Whitens the Teeth  
and strengthens the Gums.A. S. WATSON & CO.,  
LIMITED.CHEMISTS, DRUGGISTS AND  
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(Hongkong, 7th September, 1907.)

## MARRIAGE.

August 26, 1907, at Newchwang, Mr. R. T.  
TENNANT of H. K. & Co. Consular Service, to  
Miss CAMELLIA L. SAKERT of Newchwang.

## DEATH.

On the 7th September, in Germany, sudden-  
ly of heart disease, PAUL WITKOWSKI, aged  
42 years.

## The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 9, 1907.

SIR MATTHEW NATHAN AND THE  
JEWISH TERRITORIAL  
ORGANIZATION.

Our Jewish friends, whose New Year 5,668 begins to-day, will be glad to learn that Sir Matthew Nathan, who left England, on the 10th August to take up his new appointment as Governor of Natal, has signalled his departure by becoming a member of the South African section of the Jewish Territorial Organization, the establishment of which Mr. Israel Zangwill founded, and which aims at finding a resting-place for the persecuted Jew in any country or clime. Sir Matthew Nathan's adhesion, in view of his position, is an important one, and it is interesting to recall that, at the time of the British Government's offer of territory in East Africa to the Zionists, he would have probably been the first Jewish Governor, if the offer had fructified, for he was quite willing to undertake the duty. While in Hongkong Sir Matthew exhibited no little interest, though unostentatiously, in the promotion of the social and other interests of his co-religionists in the Colony. And it is well to observe that in our cosmopolitan community the Jewish element constitutes a not unimportant factor in both the social and commercial life of the island.

## PEKING TO PARIS.

Prince Borghese has reached Paris on his car, Italia, and has received as cordial a welcome as if he had entered that city at the head of a conquering army. He deserves the ovation. As a correspondent says, "he is the idol of Paris, of this generous city which cannot love without passion." The task he has performed in driving from Peking to the French capital, in the opinion of the *Pall Mall Gazette*, is a marvel of skill and endurance, combined with just that dash of fortune which is rarely withheld from those who deserve it. It may be questioned, our London contemporary observes, whether his journey across deserts, over moun-

tains, through forests, under a blazing sun, at one time, cut by icy blasts at another, has been done much to increase our knowledge of what the motor-car is capable of accomplishing. But the personal feat merits all praise. It shows what men can do when they combine technical skill with personal courage and resourcefulness. All the other cars which started have been lost somewhere en route. They could not bear the strain, or they were handled less skilfully, and had less luck. The experiences met with do not raise hopes of a thorough service to the Chinese capital in the near future. It must be acknowledged that the sea route still possesses advantages.

## LOCAL AND GENERAL.

IN North Hunan there is an abundant rice crop.

THE White Star Line has now reduced its first-class passage rate to \$82 (gold).

COSTA RICA and Nicaragua have accepted a pledge to refer their disputes to President Roosevelt and President Diaz of Mexico.

THE Japanese station at Kuangchengze was opened on 1st inst. The joint working of the Russo-Japanese railways begins on the 11th instant.

THE British torpedo-boat destroyers which have been cruising on the coast of Japan arrived at Nagasaki on 1st inst. The warships were due on the 2nd.

IT is alleged that the Waiwui is pressing the Shuiwui to withdraw the embargo on cereals into Kwantung lest it should stultify Chinese ownership of the peninsula.

THE Chinese Engineering & Mining Co., Ltd., announces that the total output of the Company's three mines for the week ending August 24, 1907, amounted to 18,817.76 tons and the sales during the same period to 18,720.24 tons.

At the session of the Royal Geographical Society of Lisbon of May 6, we (A. C. D. News) note that two of our Portuguese residents, Messrs. J. M. Maher and C. E. L. Ozorio, (formerly of Hongkong) were elected members.

THE discharge of over one hundred Chinese coolies employed on the Kagoshima Railway has recently been ordered, as their employment is a violation of the Imperial Ordinance of 1899. Fifty railway coolies who have arrived at Kobe have been refused permission to land.

ACCORDING to a special telegram to the *N. C. D. News* seven ships of war belonging to the Russian Amur (Heilungkiang) Fleet have been destroyed by fire. The losses to the Russian Government are estimated at a million roubles. Other details are wanting.

NOAH CHAT, a widow, residing at 205, Sam-shui-po, was at the Police Court, this morning, fined \$5, by Mr. F. A. Hazeland, for removing the body of a child for burial, last evening, without a permit. The widow was arrested while on her way to the Siz Wo Tong village.

At an Executive Conference to be held in October by the Anti-Harriman faction, the Union and Southern Pacific Railway Companies propose to effect a merger, for the purpose of bringing about a coalition with the Central States in a campaign against Mr. Taft for the Presidency.

THE Japanese Cabinet on 3rd inst. discussed the next Budget, which, it is understood, will, in the main, follow the lines of the current Budget. The military increment will be thereby deferred and increased taxation is unlikely. The smooth passage of the Budget through the Legislature is assured.

A PEKING dispatch states that H. I. M. Kwan, "He is suffering from a chronic illness of blood spitting." The Emperor refuses to see any member of the Imperial College of Physicians, but he has been writing out a daily description of his ailments from which the College is expected to make out prescriptions for the Imperial patient.

A CHINAMAN, who was arrested in Connaught Road Central yesterday morning for begging for alms, when searched at the Central Police Station, was found to be in possession of \$11 odd in small coins. He was charged before Mr. F. A. Hazeland, in the Police Court, to-day, and fined \$5. He, at first, preferred to take the alternative—fourteen days' gaol—but was later induced to pay up.

A SMALL fire, resulting in damage to the extent of \$100, broke out in the servants' quarters of The Pharmacy, Queen's Road Central, on Saturday midnight. Policemen—Perkins discovered the outbreak and, climbing over a wall at the back of the building, he assisted in extinguishing the flames before the arrival of the brigade. The fire when discovered was burning the partitions of the premises. Its origin is not known.

A VERY smart piece of detective work was accomplished by the police at No. 2 Police Station, yesterday. On Friday forenoon the master of waterboat 18.6 reported at the station that he had lost a cash-box containing money and jewellery to the extent of \$105. Incidentally, he mentioned that a folk in his employ named Li Loy had vanished, too. Detectives were put on the case. On Friday night they learnt that Li Loy had called at a shop at Lee Yung Street and left the empty cash-box there, saying he would return for it in the course of a few days. The 'feds' were not long in capturing the missing folk when they met him walking along Queen's Road East, last night. The missing jewels and the money, all intact, were recovered. This morning, Li Loy was placed before Mr. C. A. D. Melbourne and sentenced to three weeks' hard labour and four hours' stocks.

THE HONGKONG HOTEL  
COLLAPSE.

## THE JURY'S VERDICT.

The inquiry into the circumstances touching the death of the five Chinamen who were killed in the collapse of the eastern portion of the Hongkong Hotel on 11th August last was resumed this afternoon at the Magistracy, before Mr. F. A. Hazeland, presiding as Coroner, and a jury.

Mr. G. E. Morrell, Crown Solicitor, of Messrs. Denny and Bowley, appeared for the Crown; Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, represented the Hotel Company; Mr. M. J. D. Stephens watched proceedings for Messrs. Kuhn and Komor. Inspector Smith attended on behalf of the police.

Mr. T. L. Perkins was re-called to the stand. He was questioned by Mr. Looker as to the proper way to cut down a pillar. Witness explained that after taking two "courses" out of the pillar the best way to hold up that pillar would be to drive a "needle" through it. The object in so doing was to prop up the stuff above.

Mr. Looker—Do you say that the propping up of the pillar in question was done in an unusual way?—No. The usual way it is done in China. I should have had a "needle" at work.

Did you see the pillars being cut out?—No. Can you say if the propping up was efficient or not?—The only thing I have to go by is Mr. Blood's report.

His Worship—That is not evidence. Mr. Looker said that from a statement made by the witness he had not inspected the shoring up work. He had read reports of the work done. These reports might have been good, bad or indifferent.

Mr. Morrell said that he objected to Mr. Looker's cross-examination. Mr. Looker said he had a few questions to ask the witness and he had not ended after half an hour.

Mr. Looker (proceeding)—Is it not the duty of the Public Works Department to inspect shoring?—I believe it has to be done to the satisfaction of the P.W.D.

Is the Chinese method of shoring done universally in the Colony?—Yes.

Have you known any formal objection taken by the P.W.D. to the Chinese method of shoring?—No.

Yes, said you took objection some months ago?—Yes.

Was it the first occasion you had to deal with Chinese shoring?—The first important.

No, no. Was it the first occasion?—No. W. T. Edwards, a building inspector, P.W.D., was the next witness. He said that on 29th May last a plan was approved for certain alterations to be made in the Hongkong Hotel. The work was in progress in July.

Mr. Morrell—Did you see any shoring under pillars 8 and 9?—Yes.

Did you examine the shoring?—I did.

What was the nature of the shoring?—The ordinary Chinese shoring.

Did you examine the east wing at all?—Yes.

What was your opinion?—It was in good condition.

Did you examine pillar No. 4?—Yes.

Did you find any crack there?—No.

Did you visit the works again?—Yes, on 21st July. I did you examine all the pillars again?—Yes. You didn't see any crack in pillar No. 4?—No.

By Mr. Looker: Your duty is to see that the work is being done according to the plans?—Yes.

You were not concerned in the rest of the building—only the rest of the work which was being carried out?—Yes.

That is the work shown by the plans?—Yes.

Do the plans show any work to be carried out in respect to the first six pillars, counting from the Shelton's Road end?—No.

A. Shelton Hooper, secretary of the Hongkong Land Investment Co., Ltd., said he remembered the evening of the collapse.

Mr. Looker—Where were you from about twenty minutes to a quarter to six?—At the Hongkong Club.

Were you facing a window?—I was facing the window looking over the King's statue.

Did you see any lightning at that period?—I did. I saw a very vivid flash right over the direction of the Queen's statue.

Was it in the direction of the hotel?—Yes. It was further back of Lane, Crawford's building.

Did it strike you as an ordinary or extreme flash?—A vivid one. Next morning, I did not hear of the collapse then, I called the attention of the Director of Public Works to the flash and asked if the building was not struck.

Mr. Morrell—Can you tell within a fair distance where a flash of lightning touches?—Yes.

Within a certain point?—Within a certain area.

Supposing you were in the N.E. corner of the Club you would not have seen it?—No.

Supposing you were in the N.W. portion of the Club you would not have seen it at all?—I might have seen it at Lyeemooon (Laughter).

Mr. Looker—Supposing he was in Australia he would not have seen it at all.

Mr. Morrell—Can you say if all this vibrates?—Yes, more or less?

Mr. Looker—Can you say if the vibration of a lift would extend to the eastern portion of the building?—No.

Mr. Morrell—Not even if the building is connected by bridges?—No.

This concluded the evidence.

Mr. Looker and Mr. Morrell having addressed the jury briefly, a verdict of death by misadventure was returned.

THE *N. C. D. News* understands that the Russian Government has consented to pay an indemnity of R. 250,000 to Chinese sufferers from the conduct of mutinous Russian soldiers who started the riots at Vladivostok, in 1905, which resulted in the destruction of considerable property belonging to them. It will be remembered that the Russian authorities in Vladivostok recently tried to avoid paying any indemnity.

## SWIMMING RACE.

A Two Length Handicap swimming race took place on Saturday afternoon at the V.R.C. It was more of a test on the part of the swimmers, for the forthcoming Annual Aquatic Sports, as they are desirous of getting the time of as many of the competitors as possible. There were four heats altogether.

In the first heat only three started, viz.—F. K. Tait (owes 9 secs), J. A. S. Alves (owes 11 secs) and J. M. Rota Pereira (owes 13 secs). Tait looked like the winner throughout, but Pereira swam well and just beat him.

J. M. Rota Pereira ..... 1  
F. K. Tait ..... 2

Time: 49 1/5 secs.

In the second heat brought out five starters: C. J. Poole ("go"), A. R. Ellis (owes 9 secs), W. G. Goggin (owes to secs), J. M. C. Lopes (owes 13 secs) and J. W. Balox (owes 15 secs).

Pool took advantage of his start and covered about half a length by the time Ellis went in. In the second length, the issue of the race looked doubtful as Bines, Lopes and Ellis were quickly forging their way up, but Poole's lead was a bit too much for them and he finished as easy first. Goggin gave up after covering three quarters of the distance.

C. J. Poole ..... 1  
A. R. Ellis ..... 2

Time: 60 4/5 secs.

Only four started in the third heat: P. A. Yvanovich (owes 4 secs), C. A. Rodrigues (owes 8 secs), F. da R. (owes 11 secs) and A. V. Barros (owes 14 secs).

P. A. Yvanovich started off very well and finished the first length in good time, but on the return Rora and Barros quickly caught him up. Rodrigues gave up.

F. da R. ..... 1  
A. V. Barros ..... 2

Time: 49 1/5 secs.

The last heat brought out 3 competitors: A. H. Carroll (owes 11 secs), A. A. Claxton (owes 12 secs), and A. R. Alves (owes 14 secs).

All three were very close from start to finish. Claxton took the lead in the first length nicely, but in the second length Carroll and Alves caught him up.

A. R. Alves ..... 1  
A. H. Carroll ..... 2

Time: 48 3/5 secs.

Only the first in each heat was entitled to compete in the final, and everybody looked upon Poole, the limit man, to come in first, but his last swim was a bit too much for him, as well as Rora. The latter dropped out after covering the first length. It was clearly seen after half the race was over that it lay between Alves and Pereira, the former swimming much better in the final than he did in the heat.

A. R. Alves ..... 1  
J. M. Rota Pereira ..... 2

Time: 46 1/5 seconds.

## POLICE MAGISTRATE ROBBED.

## HIS LOST BICYCLE RECOVERED.

Mr. C. A. D. Melbourne, second police magistrate, was placed in a very extraordinary predicament yesterday. In the morning, the magistrate and a few friends went out cycling to Tai-po. Nothing untoward attended the trip inwards. Returning home that evening, after having spent a most enjoyable time in the New Territory, an accident marred the trip, for soon after passing Lai-chi-kok the bark tyre of Mr. Melbourne's machine became punctured.

Leaving the bicycle on the roadside the magistrate went to the Cosmopolitan Dock for the loan of a pump. When he returned the machine had disappeared. Search wherever he would it could not be found. On the way home Mr. Melbourne reported his loss to Inspector McHardy, at Yau-mai Police Station. Sergeant Appleton was placed on the job and in 1.35 than 10 hours he had the bicycle in the station—a piece of work which deserves some credit. The machine was found in an unoccupied house at Mongkok. No trace of the thief could be found. This morning the machine was returned to the magistrate, who, perhaps, had given up all hope of ever seeing it again.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 9th at 11.55 a.m.—The barometer is inclined to fall over Formosa and the Philippines. It has risen slightly over the E. coast of China.

Yesterday afternoon the typhoon was lying near and to the Eastward of Nagasaki. It appeared to be moving very slowly towards N.E. The Japanese returns for this morning are not yet to hand.

Pressure is still high over China to the North of the Upper Yangtze, and relatively low over the N.E. part of the China Sea.

Moderate to fresh N. and N.E. winds are expected to prevail in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch.

## FORECAST.

1.—Hongkong and neighbourhood, N. to N.E. winds, moderate; fair to showery.

2.—Formosa Channel, N.E. winds, fresh.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

INSPECTOR LYMOND, of Aberdeen Police Station, charged four fishermen—the miste and foks of two fishing junks—at the Police Court, to-day, with exporting arms and ammunition into China without permits. According to licences issued to fishing boats each craft is allowed to carry a certain number of rifles and a fixed amount of ammunition.

Yesterday the police made a search of the two junks in question, but failed to find any arms and ammunition on board. These, they believed, the boatmen sold to rebels. In consequence of this shortage the arrests were made. It was stated for the defence that the arms and ammunition were lost during last year's typhoon. Mr. Hazeland fined two of the defendants \$50 each and the others \$75 apiece.

THE HONGKONG HOTEL  
COMPANY, LIMITED.

## HALF-YEARLY REPORT.

The report of the board of directors to be presented at the ordinary meeting of shareholders, to be held at the Company's hotel, at 12.30 p.m. on Saturday, September 14th, reads:—

To the shareholders of the Hongkong Hotel Company, Limited.

Gentlemen,—In accordance with section 56 of the Articles of Association, the directors now beg to submit their report for the half-year ended 30th June, 1907.

## ACCOUNTS.

The profit on working account amounted to \$73,068.13 as compared with \$76,552.56 for the corresponding period of 1906, being a decrease of \$3,484.33.

The profit and loss account, including the sum of \$371.53 brought forward from 31st December, 1906, shows a credit balance of \$73,884.50 which the Directors recommend should be apportioned as follows:—

To pay a dividend of 5 per cent. for the half-year ..... \$3,694.25

To transfer to repairs and renewals account ..... 10,000.00

To write off furniture and fixtures ..... 4,958.62

To carry forward to new account ..... 10,935.88

\$73,884.50

## DIRECTORS.

Mr. W. H. Potts has been granted leave of absence, and Mr. F. Maitland joined the Board at the invitation of the Directors. Mr. W. H. Potts resigns by rotation, but offers himself for re-election.

## AUDIT.

The accounts have been audited by Messrs. A. R. Lowe, C.A., and R. Paterson, C.A., the latter acting for Mr. Jeffries. Messrs. H. U. Jeffries and A. R. Lowe, offer themselves for re-election.

## EDWARD OSB RNE, Chairman.

## PROFIT AND LOSS ACCOUNT

For the six months ending 30th June, 1907.

Dr.

To bad debts and refunds ..... \$ 570.65

To Crown rent ..... 525.93

To rates ..... 2,727.40

To fire insurance ..... 3,235.50

To debenture int. on \$500,000 at 3 per cent. = \$15,000.00

To less "turned" on debentures held by the company ..... 2,414.55

By balance from 31st Decr. 1906 ..... \$67,371.53

Less dividend at 10 per cent. = \$60,000.00

Less transfer to repairs and renewals account ..... 10,000.00

To write off furniture and fixtures account ..... 4,958.62

To carry forward to new account ..... 10,935.88

\$73,884.50

Cr.

Decr. 1906 ..... \$67,371.53

Less dividend at 10 per cent. = \$60,000.00

Less transfer to repairs and renewals account ..... 10,000.00

By rents of shops and offices, old building ..... \$5,555.00

By rents of shops and offices, new building ..... 4,281.00

By rent of Hotel Mansions ..... 27,000.00

By dividends on shares in public companies ..... 814.00

By scrip and transfer fees ..... 24.00

By bad debts recovered ..... 4.90

By profit on hotel working account for six months ending 30th June, 1907 ..... 73,068.23

\$73,884.50

## REPAIRS AND RENEWALS ACCOUNT.

For the six months ending 30th June, 1907.

Dr.

To payments on account of repairs and renewals during the half-year ending 30th June, 1907 ..... \$ 13,694.15

\$ 13,694.15

Cr.

By balance from last account ..... \$ 3,399.18

By amount transferred from profit and loss account as recommended in last report ..... 7,000.00

By transfer to profit and loss account ..... 3,294.97



## Telegrams.

[Wires.]

O. Ina.

London, 6th September.  
Reuter's correspondent at Peking wires that an edict has been issued appointing Yuan Shi-kai, Grand Councillor and President of the Foreign Office.

## The United States.

At Bellingham, in the State of Washington, a mob of 500 yesterday night raided some mills where foreigners were working, battered down the doors of their lodgings and badly beat a number of Hindus, driving 750 of them towards the frontier of British Columbia.

Racial feeling and the fact that the Hindus are replacing white labour at the mills are ascribed as the cause of the outbreak.

Later.

The Mayor of Bellingham has sworn in special officers to protect Asiatics.

The former positions of the Hindus have been re-offered them, and protection guaranteed; but, being terrorised, they are drawing the money due to them and proceeding to Vancouver.

## Beating on the St. Leger.

Evening on Woot Winder, 4 to 1 against Roi Herode, 10 to 1 against Glass Doll, 100 to 8 against Larig.

## The United States Navy.

It is officially stated in Washington that President Roosevelt does not intend to keep the warships now going to the Pacific permanently on that station. The fleet will return to the Atlantic when it has fulfilled its mission of demonstrating the feasibility of the safety of transferring a vast fleet from ocean to ocean.

## NEW THEORY AS TO DISPATCH OF BATTLESHIPS.

AMERICAN INTERESTS IN CHINA.  
It is China, and not even remotely Japan, that has aroused the concern of the Washington authorities in connection with choosing the Pacific as the next practice ground for the big battleship squadron, according to the deductions of some students of affairs in the Far East. China as an entity, it is believed in certain circles, is in a condition as precarious as the health of the Dowager Empress, and when the falling health of the latter leads to its inevitable end the empire will face a crisis that will make it wise for the United States to have a presentable naval force within easy sailing distance.

Little regarding the situation suggested by the above statement has been spoken in official or diplomatic circles, but commercial interests profess to have been observers of what is going on. From sources connected with the latter comes the report that some time ago the Administration at Washington was quietly apprised that the health of the Dowager Empress was failing fast, and that when she goes to join the "Guests on High" China will become the prey of plotters seeking to overthrow the Manchu Tatar dynasty. At the same time the Powers are deemed likely to take advantage of the situation again by going in for a partition of the empire, the possible closing of the "open door" that means so much to America, and toward recurring which American statesmen have accomplished so much.

Whatever happens a possible attempt to seize the Government by a strong leader outside the present dynasty, or the exerting of the influence of the same leader and others to restore the descendants of the Ming family to the throne—the chances are several to one that the Powers will find an excuse to get into the game to subvert their own interests. It has been pointed out that when trouble comes the nation that has the strongest navy in Pacific waters will be likely to have the most influence with China.

The knowledge that a crisis might be reached at any time, and in all probability was not delayed beyond a comparatively few days, it is believed by many to have had a great deal to do in determining the plans for strengthening the battleship squadron to the Pacific as far as possible. If this understanding of the situation be correct, it would be impossible, of course, to get the Government authorities to admit the real purpose of the naval movement at this stage of the proceedings. That there is to be a big mix-up over China is the firm belief of those whose private business affairs on a large scale embrace territory within the empire. America's commercial interests will demand, when such time comes, that it exert strong influence with Chinese statesmen and political leaders.

## The Japanese Cruisers at Trieste.

Admiral Montecuccoli has given a banquet to Admiral Ijima and officers on board the *Lacroma* at Trieste.

The Archduke Karl Stefan visited the *Zurubara* and was entertained by Admiral Ijima.

## British Army Manoeuvres.

The manoeuvres in Wiltshire are concluded. The extensions of the fighting lines, which were exaggerated in the South African campaign, were abandoned, and the formations were generally closer than have been practised in Great Britain for fourteen years.

The work was so severe that many fell asleep in the firing line.

[N. C. D. News.]

## The Korean Frontier Question.

Tokio, September 2.  
Lieut. Colonel Saito, accompanied by sixty guardsmen, has opened an office at Kanto

(Chientao) on the Chinese and Korean border, and is putting military administration in force with a view to the protection of Korean subjects.

In Japan it is reported that the possession of Kanto is valid, in view of the evidence testifying to the Korean ownership of Kanto. Three hundred Chinese troops are said to be staying in the district. The Chinese 'refect' has requested Lieut. Colonel Saito to retire. This was peremptorily declined.

Tokio, September 3.

It is reported that the Chinese Government is continuing to protest against the dispatch of foreign officials to Chientao (Kanto), which, it maintains, is Chinese territory.

The Chiao-Japanese negotiations at Mukden have been suspended, and there is no hope of an amicable settlement. The chance of the conclusion of the Yalu Forestry Agreement is diminishing owing to internal objections.

## TYPHOON WARNING.

The U. S. Consul-General has received the following telegrams from the Manila Observatory:—

September 8th, 1907, at 1 p.m.

Typhoon forming in about North of Guam. September 9, 9.7, at 1 p.m.  
Depression developing China Sea N. W. of Luzon.

## SIR ROBERT HART.

## PROCEEDING ON HOME LEAVE.

In reference to our special telegram from Shanghai last week, the following paragraph from the *N. C. D. News* adds further particulars to the cable message:—We learn on trustworthy authority that there is strong probability that Sir Robert Hart, G.C.M.G., the Inspector-General of Customs in China, will be seen in Shanghai early in October, passing through on his way to take a long deferred visit to Europe. During his recent stay at Peking he cut short to return to Peking at the close of August, Sir Robert Hart was under doctor's orders which curtailed his movements, considerably. In fact his health for some time has been such as to make a complete change and rest desirable. Sir Robert Hart entered the Consular Service in China in 1864, and has been Inspector-General of Customs since 1883. A visit to Europe has been talked of for many years; but the great responsibilities of his post have hitherto proved too strong for him to put it into execution. There is no one in China but will wish him a speedy return to sound health, and if it may be so, the Far East.

## THE SALE OF TRANS-PACIFIC STEAMERS.

## TACOMA REPORT DENIED.

Mr. Frank Waterhouse, vice-president of the Boston Steamship Company, and operating agent for the lines *Tremont* and *Shawmut*, has denied a story sent out from Tacoma to the effect that the Pacific Mail is negotiating for the purchase of the two Oriental steamships.

"I have never been any secret about the fact that we have wanted to sell these boats," said Mr. Waterhouse, as reported in a Seattle paper, "but there are no negotiations on with the Pacific Mail, and we do not expect any. We will continue to operate those steamships on the Oriental run so long as we have them, and our company, has no knowledge of any immediate opportunity for disposing of the vessels. The agitation of the story that we intend to sell the vessels cannot do any good and it only provokes a denial."

The dispatch from Tacoma reads:—"Negotiations are believed to be in progress for the sale of the Boston Steamship Company's Manila liners *Tremont* and *Shawmut* to the Pacific Mail Steamship Company, for use in the Harriman line from San Francisco to the Orient. William Chisholm, superintendent of engineers for the Pacific Mail Company, accompanied by Robert Creighton and Capt. William Kidson of San Francisco, arrived in the city yesterday and during the day made a complete inspection of the big liner *Tremont* as she lay at the Orient Dock. Utmost secrecy surrounds the negotiations. When seen last night on board the *Tremont* the men flatly denied knowledge of any pending deal and even refused to tell their official titles, avowing that they are merely on a pleasure trip."

## THE NEW CHINESE CABINET.

The following will be the composition of the proposed new Cabinet, as the first step to a constitutional Government: His Imperial Highness Prince Rui, Viceroy Yuan Shi-kai, Viceroy and Grand Secretary Chang Chih-tung, and Grand Secretary Shih Shu (an Imperial Councillor), or three Manchus and two Chinese. His Imperial Highness Prince Chun (the Emperor's brother) who was to have a seat also in the new Cabinet, because he is the father of the proposed Heir Apparent, will have to resign all claims to a seat, as he is too high in rank for the position.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

Selling.

|                                         |           |
|-----------------------------------------|-----------|
| London—Bank T.T.                        | 2/2 11/16 |
| Do. demand                              | 2/2 11/16 |
| Do. 4 months' sight                     | 2/2 11/16 |
| France—Bank T.T.                        | 2/2 11/16 |
| Do. demand                              | 2/2 11/16 |
| Do. 4 months' sight                     | 2/2 11/16 |
| India T.T.                              | 167       |
| Do. demand                              | 167       |
| Do. 4 months' sight                     | 167       |
| Shanghai—Bank T.T.                      | 2/2 11/16 |
| Do. demand                              | 2/2 11/16 |
| Do. 4 months' sight                     | 2/2 11/16 |
| 30 days' sight San Francisco & New York | 55 1/2    |
| 1 month's sight do.                     | 55 1/2    |
| 30 days' sight Sydney and Melbourne     | 2/2 11/16 |
| 1 month's sight do.                     | 2/2 11/16 |
| 30 days' sight Germany                  | 2/2 11/16 |
| 1 month's sight do.                     | 2/2 11/16 |
| Bank of England rate                    | 2/2 11/16 |
| Bank of France                          | 2/2 11/16 |

## THE TOKIO FLOODS.

## THE COMET AND THE FLOODS.

The *Japan Chronicle* of 28th ult. states:—The destruction caused by the recent storms is now known to be more serious than at first appeared, as further particulars have come to hand. The area most affected in the neighbourhood of Tokyo extends over seven prefectures, where the destruction is considered to be the most disastrous during the last 50 years. The River Inutani in Tochigi Prefecture rose over 22 feet above the normal level, the entire city of Nikko was flooded, and 60 municipalities between the city and Chuzenji was cut off. Lake Chuzenji had risen over eight feet above the normal level on Monday morning, and was still rising.

At Bandaisan, a summer resort in the north, which became prominent on account of the volcanic eruption three years ago, the destruction appears to be very serious, houses being demolished, trees being blown down, and rocks rolling down as the result of landslips. On Sunday there were 29 Japanese and 83 foreign visitors stopping there. Owing to the storm a few days before, the roads were badly damaged by inundations, and communication with the outside world was entirely cut off. The supply of food which remained on Sunday was only enough to last for three days, and the visitors were becoming much alarmed at the situation. The Tokaido railway line has been washed away for a considerable distance to the east of the bridge across the Fuji River, and traffic between Surukawa and Tsubuchi is interrupted. There is no prospect of traffic being resumed for a day or two.

Urayama, Chichibu district, Saitama Prefecture, near Tokyo, six houses were washed away and 17 people were drowned. According to returns made up 11.3 p.m. on Monday, in Saitama Prefecture, the river-bank gave way at no less than 95 places, and as a result 80 villages suffered damage, 10,000 houses were flooded, and 42 people were killed or injured by falling rocks caused by landslips on the hillside.

The bank of the Katsuragawa, near Kyoto, gave way on Monday morning, and railway traffic had to be suspended between Kyoto and Mukomachi until midday.

The Kakogawa, on the Sagami river, rose over 15 feet, submerging the railway line. Traffic was suspended in the afternoon between Kakogawa and Sone.

The inundations in the neighbourhood of Kyoto have been very serious. The Hozogawa rose 21 feet above the normal level; Kameoka was inundated, and villages along the river suffered much, houses being washed away, and several people drowned. It is reported that the Dogutai bridge of Arashiyama has been washed away. Villages on the bank of the lower part of the Katsuragawa, Kyoto, suffered seriously. Ten houses at Shinbata were carried away by the water, and two families are reported to be missing. The neighbourhood of Kami-toba and Shimo-toba was turned into a vast lake, over 1,000 houses being flooded. Many people were seen on the roof of their houses, screaming for help. The whole of the village of Katsuragawa, 80 houses in all, was inundated, and 40 inhabitants of the village were receiving relief and food from the village office. The total number of houses flooded in this neighbourhood was about 5,000.

Hyogo Prefecture has also suffered considerably. Sasayama, Itohi, Toyonaka, Kinokuni, and Wadaya suffered most from inundations, and the villages along the Kakogawa, Nishinomiya and Amagasaki came next. Sasayama was almost entirely flooded on Monday morning, and about 2,000 of the sufferers received food from the municipal office. Sando also suffered; a house collapsed, and a man was crushed to death by the falling debris.

The Yodo-gawa rose very high—higher than at the time of the disastrous flood in Osaka in 1883, but thanks to the new Yodo-gawa Osaka has escaped a repetition of that disaster, the water being drained through the new river bed. The villages along the new river, however, suffered much. In the neighbourhood of the Osaka Ironworks, on the bank of the Ajikawa, about 50 old houses are reported to have collapsed.

The geographical features of Japan have a tendency to cause periodic inundations, and a brief record such as "All parts of the country were visited by inundations" is found in history of times out of number. According to the *Nihon Satshi* ("Record of Calamities") 15 disastrous inundations have taken place in Japan on an average every fifty years.

The Osaka Journal above referred to finds that in Japan comets and inundations appear to have a mysterious and unlucky connection. In the year which a comet has made its appearance, the country has almost invariably been visited by floods. In China it is believed that the appearance of a comet is the harbinger of some national disturbance, and this belief is so often realised that there seems to be some scientific truth in it, says the *Asahi*. In the 16th year of Jowgan (874), when the great inundation of Kyoto took place, a comet appeared. It is recorded to have been seen in the north-east, was a reddish colour, the tail appearing to be over ten feet in length. In the 19th year of Keicho (1416) a comet was seen, and (as a consequence) there was a heavy inundation on August 28th in the Kinai and Tokaido provinces. It is also recorded that on the 13th and 14th of June of the 2nd year of Empo (1674) there was a heavy rain-fall, and the Rivers Yodo and Yamato overflowed, the extensive tract of ricefield of the estate of the Akatsuki clan being devastated, while the Tenjin and Temma bridges of Osaka were washed away. In 1885 a most disastrous inundation visited Osaka, and in that year a comet was seen. The present year is characterized with floods, and—of course—a comet is again in view. A few months ago, Hiroshima Prefecture was visited by floods, followed by the present disastrous overflow.

## RAUB GOLD MINE.

General Manager's Report for 4 weeks ending 10th August, 1907.

The mine measurement and assay results of prospecting work show a total of 527 feet for the period (4 weeks) under review, made up of 57 feet sinking, 10 feet rising, 322 feet driving and 258 feet crosscutting, as against 517 feet for the previous four weeks.

## MINES.

Bukit Koman.—The main shaft has been deepened 18 feet, making a total depth of 91 feet below the 440 ft. level. At 88 feet the 540 feet level opening set of timber has been placed, and the shaft timbered to that point.

440 ft. Level Drive South.—This has been extended 13 feet bringing the total to 288 feet. The lode 13 in. wide gives an average value of 13 1/2 dwt.

440 ft. Level North Drive South on Footwall Portion.—This has been driven 10 feet, making a total of 41 feet. The lode 62 in. wide assays 5 dwt.

The drive from No. 1 winze has been advanced 20 feet making a total of 29. The lode 42 in. wide is worth 2 dwt.

340 ft. Level North Drive on Hanging Wall Branch.—To this has been added 19 feet, making a total of 133 feet. The lode 48 in. wide is worth by assay 6 1/2 dwt.

340 ft. Level North Winze on Hanging Wall Branch.—This has been sunk 14 feet. The lode 41 in. wide assays 14 1/2 dwt.

240 ft. Level North Winze on Branch from Stop.—This has been sunk 11 feet making total depth 35 feet. This is now connected to the 240 feet level and stoping will be started from it when necessary.

Crosscutting for stoping filling.—177 feet of this work has been done.

Stopes.—The following have been supplying us with Milling Ore.

Above the 440 ft. level, 2 stopes, lode 91 in. wide worth 3 1/2 dwt.

Above the 340 ft. level, 1 stop, lode 69 in. wide, worth 5 1/2 dwt.

Above the 240 ft. level, 2 stopes, lode 63 in. wide worth 5 dwt.

## STOP 2 MINE.

160 ft. Level Drive South.—To this has been added 23 feet making a total of 426 feet South of Shaft. The lode 31 in. wide averaged 17 1/2 dwt. per ton. There is a distinct improvement in the width and it shows to be resuming its former dimension.

160 ft. Level Drive North.—This has been driven 31 feet making a total of 145 feet.

160 ft. Level Drive North, East Lode.—This end has been extended from 81 to 85 feet. The lode 48 in. wide is worth 14 dwt.

160 ft. Level South Rise.—This has been started to meet the No. 3 winze from surface. With the object of ventilation and preparing stopeing faces 10 feet has been risen.

60 ft. Level Drive South.—This has been advanced 42 feet making a total of 487 feet. The lode 43 in. wide gives an average value of 12 1/2 dwt. Driving has been stopped owing to the shallowness of the level. The position of No. 3 winze will enable us to take out the stone without the expense of driving.

No. 3 Winze from "urface.—This has been sunk 10 feet making a total depth of 64 feet. Work has been greatly impeded by the quantity of water.

Crosscutting for stoping filling.—44 feet. Stopes.—Above the 160 feet level, 1 stop, lode 69 in. wide, worth 12 1/2 dwt.

Above the 60 feet level, 1 stop, lode 41 in. wide worth 7 1/2 dwt.

## BUKIT MALACCA.

Crosscut East from Winze in Malacca Hill.—This has been extended 37 feet, making total distance 80 feet. In the drive from the stop below No. 1 level 74 feet has been driven, making a total of 33 feet. The lode 47 in. wide assays 12 dwt. A winze has been sunk from the No. 1 level and connected to this work and the stope worked from it gives a value of 6 1/2 dwt. for a width of 42 inches.

No. 2 level South.—From the crosscut east drives have been started north and south, on a bunch of quartz, and have been taken 11 feet and 4 feet respectively. The bunch averages 48 in. wide and is worth 4 dwt.

Plant and Machinery.—At Sempang the governor valves in the Turbo Generator have been changed, this necessitated a long stop which accounts for the lost time in our milling and the reduced tonnage. Advantage was taken of the stoppage, and the necessary changes made on the Wilfley Tables, these are now working well. The average value of the concentrates for the month is about 21 oz. per ton. The percentage of concentrates recovered on tonnage crushed will be estimated during the current month.

The wearing parts of the Grit Mill in the cyanide works have been renewed. Milling returns for the 4 weeks are as follows:—

## B. KOMAN.

Period of work 28 days, less lost time, 333 days due to changing governor valves on Turbo Generator at Sempang and clean up. Ore Milled Komon 2,015. Slope 986. Total 3,001 tons. Amalgam Collected 2,164 oz. yielding Reported Gold 775.5 Smelted 767.5 Average yield per ton 5.11 dwt. value of tailings 1.35

## B. MALACCA.

No. 1. Mill ran 23 1/2 days Crushing 2,045 tons Sulfate Ore and 229 tons Mine Ore. Total Tons, 2,275. Amalgam Collected 516.5 oz. producing Retorted Gold 182.5 Smelted 172.0 Average yield per ton 5.51 dwt. Total tons crushed 5,351. Amalgam collected 2,680.5 oz. Smelted Gold 939.5 Average yield per ton 5.375 dwt. Fineness 97.94

## To-day's Advertisements.

## THE HONGKONG HOTEL COMPANY, LIMITED.

## NOTICE.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 14th September, 1907, at 12.30 P.M. for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1907, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 14th September, both days inclusive.

By Order of the Board,  
C. MOONEY, Secretary.  
Hongkong, 9th September, 1907. [817]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

WEDNESDAY, the 11th September, 1907, at Noon, at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, SUNDAY HOUSEHOLD FURNITURE.

TERMS:—As usual.  
HUGHES & HOUGH, Auctioneers.  
Hongkong, 9th September, 1907. [818]

## PUBLIC WORKS DEPARTMENT.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 16th day of September, 1907, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor of One Lot of CROWN LAND, at Shaikwan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

| No. of Sale                 | Registry No. | Locality. | Boundary Measurements. |      |      |      | Contents in Square feet. | Annual Rent. | Upset Price. |
|-----------------------------|--------------|-----------|------------------------|------|------|------|--------------------------|--------------|--------------|
|                             |              |           | N.                     | S.   | E.   | W.   |                          |              |              |
|                             |              |           | feet                   | feet | feet | feet |                          |              |              |
| Shaukwan Island Lot No. 47. |              | Shaukwan. | 60.                    | 60   | 120  | 120  | 7,200                    | 50           | 1,600        |

Hongkong, 9th September, 1907. [816]

## COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.  
The Company's Steamship

"NERA,"  
Capt. C. Schmitz, will be despatched for the above Ports, on or about MONDAY, the 16th September.

For Freight or Passage, apply to  
G. DE CHAMPEAUX, Agent.  
Hongkong, 9th September, 1907. [110]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

## STEAM FOR SHANGHAI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship.  
"GOEBEN,"  
Capt. B. Wilhelm, will leave for the above places, TO-MORROW, the 10th inst., at 8 A.M.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.  
Hongkong, 9th September, 1907. [1]

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"GOEBEN,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before MONDAY, the 9th of September, at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th of September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th of September, at 9.30 A.M.

All Claims must reach us before the 10th of September, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.  
Hongkong, 9th September, 1907. [1]

## BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

No Fire Insurance will be effected by us in any case whatever.  
DODWELL & CO., LIMITED, Agents.  
Hongkong, 9th September, 1907. [12]

## Intimations

## THE

ROBINSON PIANO CO., LD.

INVITE INSPECTION OF THEIR

BABY GRANDS



BY

STEINWAY, HAAKE, WINKELMANN, & Co., & Co., & Co.

Prices from \$750.

Hongkong, 22nd August, 1907. [38]

TO COUNTERACT THE ENERVATING EFFECT OF THE HOT WEATHER, DRINK

"TANSAN"

Bottled at the Takaradaka Spring, Japan.

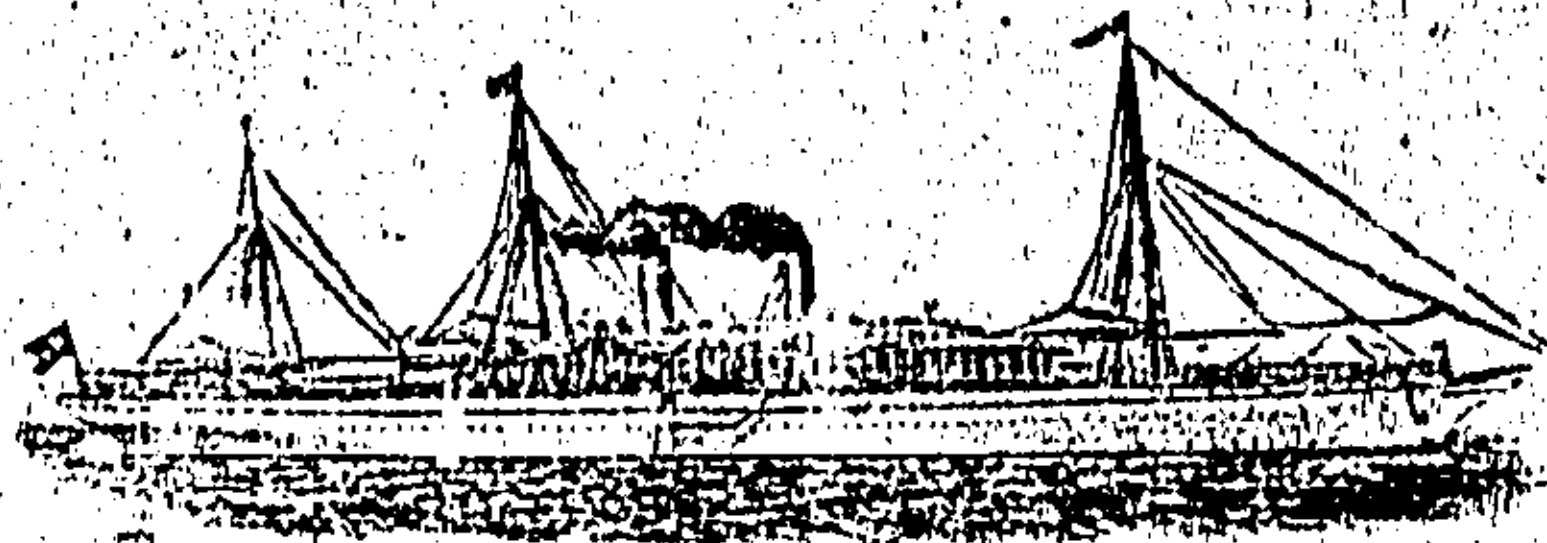
Mixed with Hock, Whisky, or Claret it has no equal as a Thirst-quencher, Stimulant, and cure for Lassitude and Debility.

LADIES who value their health should drink it.

CHILDREN will feel the beneficial effect of it.



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

| M.S.               | Tons  | LEAVE HONGKONG        | ARRIVE VANCOUVER |
|--------------------|-------|-----------------------|------------------|
| "TARTAR"           | 4,425 | WEDNESDAY, Sept. 11th | Oct. 5th         |
| "EMPRESS OF CHINA" | 6,000 | THURSDAY, Sept. 26th  | Oct. 14th        |
| "EMPRESS OF INDIA" | 6,000 | THURSDAY, Oct. 24th   | Nov. 11th        |
| "MONTEAGLE"        | 6,163 | WEDNESDAY, Nov. 6th   | Nov. 29th        |
| "EMPRESS OF JAPAN" | 6,000 | THURSDAY, Nov. 21st   | Dec. 9th         |
| "TARTAR"           | 4,425 | WEDNESDAY, Dec. 4th   | Dec. 28th        |

"EMPRESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class ..... via St. Lawrence River Lines or New York £71.10.  
Hongkong to London, Intermediate on .....  
Steamers, and 1st Class on Railways, via St. Lawrence River Lines or New York £42.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

K.M.S. "MONTEAGLE" and "TARTAR" carry "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, and Books, Rates of Freight and Passage, apply to  
H. W. CRADDOCK, General Traffic Agent for China  
Corner Pedder Street and Praya.

Hongkong, 29th August, 1907.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

| For                      | Steamship   | On                             |
|--------------------------|-------------|--------------------------------|
| SHANGHAI                 | "PATSHING"  | TUESDAY, 10th Sept., daylight. |
| MOJI                     | "WINGSANG"  | TUESDAY, 10th Sept., 4 P.M.    |
| MANILA                   | "LOONGSANG" | FRIDAY, 13th Sept., 4 P.M.     |
| SHANGHAI, YOKOHAMA, KOBE | "KUISANG"   | THURSDAY, 19th Sept., 4 P.M.   |

REDUCED FARES TO STRAITS &amp; CALCUTTA.

|                                 | Single | Return |
|---------------------------------|--------|--------|
| Hongkong to Singapore 1st Class | \$ 65  | \$100  |
| Penang                          | 85     | 130    |
| Calcutta                        | 165    | 250    |

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,  
General Managers.

Hongkong, 7th September, 1907.

## CHINA NAVIGATION CO., LIMITED.

| FOR                          | STEAMERS   | TO SAIL               |
|------------------------------|------------|-----------------------|
| HOIHOW, PAKHOI and HAIPHONG  | "H. PEEH"  | 10th Sept., daylight. |
| MANILA                       | "TAMING"   | 10th " 4 P.M.         |
| CEBU and ILOILO              | "SUNGKANG" | 12th " "              |
| HOIHOW & HAIPHONG            | "SI GAN"   | 13th " "              |
| SWATOW, NINGPO & SHANGHAI    | "KIUKIANG" | 14th " "              |
| SWATOW & SHANGHAI            | "SHAHSI G" | 17th " "              |
| CHEFOO & NEWCHWANG           | "KWEIYANG" | 17th " "              |
| CHEFOO & TIENTSIN            | "KWEIHOW"  | 21st " "              |
| MANILA, ZAMBOANGA & COLONIES | "CHANGSHA" | 27th " "              |
| YOKOHAMA & KOBE              | "CHINGTU"  | 10th Oct. "           |

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australasia Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 9th September, 1907.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon steamships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Captain | For    | Sailing Dates               |
|-----------|------|---------|--------|-----------------------------|
| "PUNI"    | 2540 | Almond  | MANILA | SATURDAY, 14th Sept., 1907. |
| "ZAFIRO"  | 2540 | Fraser  | "      | SATURDAY, 21st Sept., 1907. |

For Freight or Passage, apply to

SHEWAN TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 7th September, 1907.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship To sail

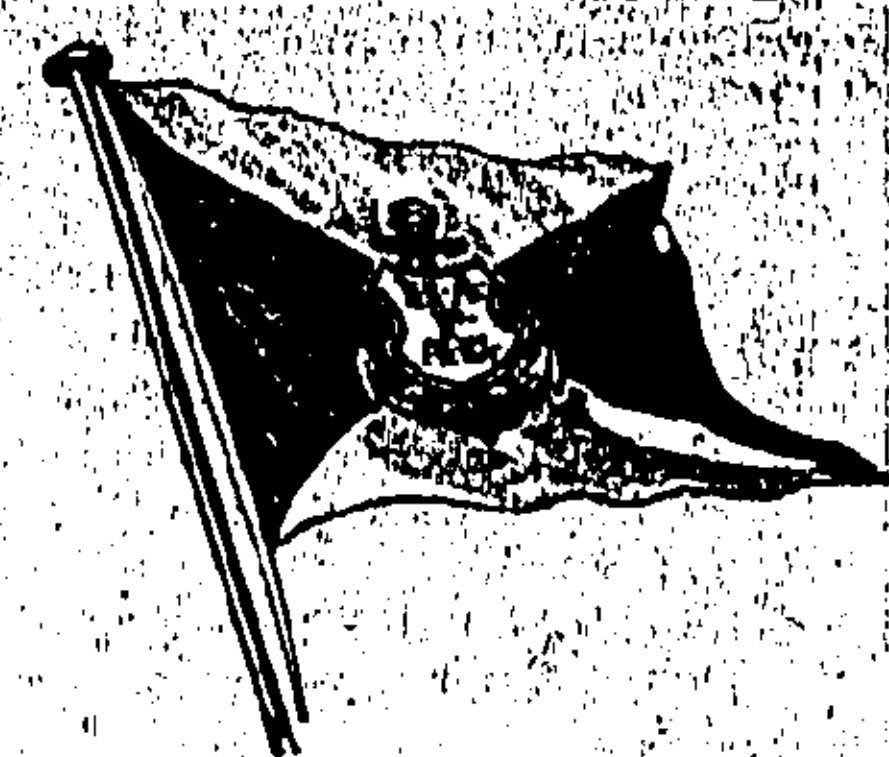
For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
(Sole) Agents.

Hongkong, 6th July, 1907.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY  
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.  
NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

|              |          |              |           |
|--------------|----------|--------------|-----------|
| HOHENSTAUFEN | 1st Oct. | RHENANIA     | 2nd Oct.  |
| SILESIA      | 2nd Nov. | HOHENSTAUFEN | 30th Oct. |

Hongkong, 2nd September, 1907.

FOR VLADIVOSTOCK.

THE Steamship

"VINE BRANCH"

will be despatched as above on or about 10th September.

For Freight and further Particulars, apply to  
DODWELL & CO., LIMITED,  
Agents.

Hongkong, 3rd August, 1907.

NAVIGAZIONE GENERALE ITALIANA,  
(Florio and Rubattino United Companies.)STEAM FOR  
BOMBAY, VIA SINGAPORE AND  
PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA"

Captain Dini, will be despatched as above on WEDNESDAY, the 11th inst., at Noon.

At BOMBAY, the Steamer is discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co.,  
Agents.

Hongkong, 5th September, 1907.

FOR DALNY.

THE Steamship

"KARONGA"

will be despatched for the above Port, on or about the 16th inst.

For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 2nd September, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &amp;c.)

THE Steamship

"ALDENHAM"

Captain St. John George, will be despatched as above, on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 5th September, 1907.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
via PORTS AND SUEZ CANAL,  
(With Liberty to Call at the Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.  
S.S. "GHAZEE" ..... 14th Sept.  
FOR NEW YORK.  
S.S. "SIKH" ..... 15th Oct.

\* This steamer has excellent Saloon Accommodation for First-Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ..... \$25.  
Meals ..... \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,  
and  
SHIU ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 3rd July, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN"

Captain J. G. Offert, will be despatched for the above Ports, TO-MORROW, the 10th inst., at 3 P.M.

For Freight and Passage, apply to  
DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 6th September, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.  
Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA,  
via  
MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing.

|          |       |               |            |
|----------|-------|---------------|------------|
| Tremont  | 9,666 | T. W. Gatlack | 12th Sept. |
| Superior | 6,335 | W. Shotton    | 1st Oct.   |
| Kametic  | 6,335 | D. Baird      | 15th Oct.  |
| Shawmut  | 9,666 | E. V. Roberts | 6th Nov.   |

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second-class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.Queen's Buildings,  
Hongkong, 2nd September, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE  
BETWEEN  
HONGKONG, CALLAO  
AND  
IQUIQUE via JAPAN PORTS  
(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail

|                   |       |                             |
|-------------------|-------|-----------------------------|
| "KASATO MARU"     | 6,100 | About Middle of Oct., 1907. |
| "KAT. ERINE PARK" | 5,000 | About End of Nov., 1907.    |

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to  
K. MATSUDA,  
Manager,  
York Building.

Hongkong, 2nd September, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ..... Capt. H. W. WALKER.  
"KWONG SAI" ..... Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ..... \$25.  
Meals ..... \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,  
and  
SHIU ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 3rd July, 1907.

## WEATHER FORECASTS AND STORM WARNINGS ISSUED.

## FROM THE HONGKONG OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

1. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

11. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

11. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being false.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock Aberdeen.  
Waglan Sau Ki Wan.  
Stanley Sai Kung.  
Cape Collinson Sha Tau Kol.  
Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. G. FROD,  
Director.

26th July, 1907.

## "HOOLIGANISM" IN KOBE.

A WOMAN ATTACKED AT SUWAYAMA.

"Hooliganism" has not yet been stamped out in Kobe. At about 4.30 o'clock on Monday morning, says the *Yokohama Speculator*, a woman, aged 26, the wife of a man named Araki, living at Sanmomiya-cho, went up Suwayama to worship at the Inari temple. She then proceeded half-way up the road on the hill when a man of the coolie type, apparently 25 or 30 years of age, suddenly appeared from the roadside and followed her. She was somewhat alarmed and stepped aside, asking the man to go ahead. He took no notice of the request, but impudently followed the woman as before, and when they reached an open space just below the temple, the man threw away his Japanese umbrella—for it was raining, at the time—and rushed at the woman, throwing her to the ground, attempting to violate her. The woman managed to regain her feet, screaming for assistance. She then succeeded in securing the umbrella, with which she pluckily defended herself against her dastardly assailant. While the struggle was in progress, another woman was seen proceeding down the hill from the temple, whereupon the man ran away. The matter was reported at the police-box at Suwayama, the woman hailing to the constable in charge the umbrella left by the man. Unfortunately there was no name on the umbrella by which the coolie could be identified, but the police are making every effort to trace him.

## RAIN-SHOWER TO ORDER.

Portland, August 1.

That one of the finest yields of grain ever produced in the history of Sherman County will be harvested this year is due to the operation of Charles M. Hatfield, the rainmaker. In the opinion of the farmers of Sherman County, who have contracted for Hatfield's return next year, Hatfield worked in Sherman County from May 28th to July 25th of this year, and the committee says he produced a rainfall far surpassing the normal.

Hatfield was at the Imperial Hotel on Tuesday night on his way to his home at Los Angeles. He left Portland on the morning train. He says rain is not produced by the old methods of bombarding the sky, but by a system of chemical combinations and electrical inducences which cause the moisture that is in the atmosphere to be precipitated.

The normal rainfall in Sherman County during the period of the rain-making operations is a little more than half an inch. Hatfield claims to have produced 2.2 inches, an increase of 250 per cent over the normal.

"I gave five demonstrations in Sherman County, and all of them were followed by rainfall," said Hatfield. "In all my experiments, extending over five years, I have made forty-eight demonstrations, and never failed to bring rain."

"My contract with the Sherman County people begins next year on May 1st and extends to July 10th, a longer period than for this year's tests covered. The normal rainfall for that county from May 1st to July 10th is one inch. If I do not increase the rainfall I get \$1,000 and if I increase it an inch and a half or more, making the total rainfall 2½ inches or more while I am there, I get \$1,500. This year I received from W. M. Barrett, who owns a wheat farm in Gilliam County, 30 miles from where I made the tests, a draft for \$50 for the benefit I had caused to his crops."

"This winter, beginning November 15th, I will be at Crow's Landing, California, between Stockton and Fresno for the third year. Their normal rainfall for the past 40 years had been 5 inches for the period of my tests. During the first year I produced 12 inches of rainfall, and last year it was 15 inches."

Financial considerations do not attract Hatfield, he says, his object at present being to secure Government recognition of his process. He believes that immense benefit would result to semi-arid districts all over the United States from the use of his method by the Government.

When asked whether he believed that his method would supplant irrigation projects, Mr. Hatfield said it depended largely on the conditions. He said that rain cannot be produced where there is no moisture in the atmosphere and says the best results are obtained where there is a certain amount of rain, which is insufficient for agricultural purposes. "In places he can increase the precipitation, such as, enough to make agriculture practicable, he operates himself, and his brother, Mr. Hatfield. Next year the plant in Sherman County will be located on the banks of the Deschutes River, about one mile from its confluence with the Columbia, thus securing greater advantages by reason of the moisture which fills the canyon of the river."

## A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature is to be unlocked by the action of the human mind. Science has been making great strides during the past century, and among these no one is more important than the discovery of the human mind.

## THERAPION.

This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Huxford, Keaton, Huxford, Yelpeck, Huxford, the well-known Chiropractors, and indeed by all who are regarded as authorities in such matters, including the celebrated Lullman, and Huxford, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy, we think is not doubtful. From the time of Aristotle, down to the present day, the human mind has been the subject of much speculation, and the discovery of the human mind is a discovery of the highest importance. The human mind is the most wonderful of all the works of God, and the discovery of the human mind is a discovery of the highest importance. The human mind is the most wonderful of all the works of God, and the discovery of the human mind is a discovery of the highest importance.

## THERAPION.

which is a remedy for all the diseases of the human mind, and is a discovery of the highest importance. The human mind is the most wonderful of all the works of God, and the discovery of the human mind is a discovery of the highest importance. The human mind is the most wonderful of all the works of God, and the discovery of the human mind is a discovery of the highest importance.



## Shipping.

**Arrivals.**  
Vorwärts, Ger. s.s., 643 C. Udenup, 7th Sept.—Pakhoi and Hoihow 6th Sept., Gen.—J. & Co.  
Kowloon, Ger. s.s., 1,487, A. Enigk, 7th Sept.—Nagasaki 3rd Sept., Gen.—J. & Co.  
Tremont, Am. s.s., 9,606, T. W. Garlick, 8th Sept.—Seattle via Ports 27th July, Gen.—D. & Co., Ltd.  
Taming, Br. s.s., 1,350, A. W. Overbridge, 8th Sept.—Manila 5th Sept., Hump and Gen.—B. & S.  
Hatching, Br. s.s., 1,567, A. E. Hodgins, 8th Sept.—Fuzhou 5th Sept., Amoy 6th, and Saigon 7th, Gen.—D. & Co.  
Frankley, Br. s.s., 3,617, Yell, 8th Sept.—New York, U.S.A. 17th June, Case Oil.—S. O. Co.  
Aki Maru, Jap. s.s., 3,995, M. Yagi, 8th Sept.—Seattle via Japan and Shanghai 8th Sept., Flour and Gen.—N. Y. K.  
Ningchow, Br. s.s., 5,873, Allen, 8th Sept.—Tacoma and Ports 7th Aug., Gen.—B. & S.  
Cochas, Br. s.s., 1,277, O. P. Williams, 9th Sept.—Shanghai 6th Sept., Gen.—B. & S.  
Goeben, Ger. s.s., 5,510, B. Wilhelm, 9th Sept.—Bremen, 31st July, and Singapore 5th Sept., Mail and Gen.—M. & Co.  
Sungkiang, Br. s.s., 987, G. H. Pennefather, 9th Sept.—Hilo 5th Sept., Sugar and Hump.—B. & S.  
Hue, Fr. s.s., 704, J. Pannier, 9th Sept.—Haiphong 5th Sept., Pakhoi 6th, Hoihow 7th, and Kwongchow 8th, Gen.—A. R. M.  
Neumachen, Ger. s.s., 1,940, M. Facher, 9th Sept.—Kuchinozu 3rd Sept., Conf.—J. & Co.

## Clearances at the Harbour.

Rejbur, for Hoihow.  
Frankley, for Hoihow.  
Chiyun, for Pakhoi.  
Wingsang, for Hoihow.  
Klung Ping, for Hoihow.

## Departures.

Amigo, for Hoihow.  
Jashin Maru, for Swatow.  
Tashan, for Hoihow.  
Saku Maru, for Swatow.  
Fukuro Maru, for Hoihow.  
Kiyoh, for Sourabaya.  
Sutsuma, for Manila.  
Kwongshih, for Canton.  
Sept. 9.  
Yokohama Maru, for Singapore.  
Hupsh, for Hoihow.

## Passengers arrived.

Per Taming, from Manila—Mrs. I. Berline, Mrs. W. Nolan, K. R. McCormack, Thelma Diehl, Jose Manpin, Yang Shiro, Luis Rabat, Howard Lyons.

Per Aki Maru, from Shanghai—Messrs. R. J. Birbeck, E. Ralph, Miss Geary, Mrs. Denman Fuller, Mrs. T. Shirai and child, Mr. and Mrs. L. M. Alvarez, Mr. N. Newburn, Mr. McAllward, Rev. and Mrs. A. Jaffray and child, Messrs. A. R. Sutherland, A. Crook, A. W. Grant, Miss M. Williams, E. Ham, Major and Mrs. Douglas, Mrs. Kye and infant, Messrs. W. Jones, Mr. and Mrs. Leo Peter, F. Ikeda, A. L. Hain and H. L. Manderson.

Per Tremont, from Seattle, &c.—Capt. and Mrs. McKinney, Mrs. Cole, Master Cole, Miss Reynolds, Mr. Peters, Mrs. and Miss Mackie, Messrs. Mackie, Borne, Rev. and Mrs. Brown and infant, Mrs. C. W. Mend and child, Capt. and Mrs. King, Mr. C. V. Hender, Mrs. E. E. McDaniel and infant, Mrs. Allan, Mrs. Martland, Mr. D. B. Walker, Mrs. Knight, Mr. E. Baldenecker, Mr. J. Ischler, Mr. I. E. Adams, Lieut. and Mrs. Butler, Mr. I. E. Wadsworth, Mr. Reynolds, Mrs. Stanley, Mrs. Gerdenshire and infant, Major and Mrs. McCarthy, Miss McCarthy, Walter McCarthy, Mr. I. H. Helli, Mr. Bradley, and (1) Misses E. Dickson.

Per Goshin, for Hongkong from Genoa—Dr. Med. Alvin Buse, Mr. and Mrs. F. Reiber and family, Messrs. W. Imhof, T. Wagner, Faltentbach and W. Steinemann, from Singapore—Lieut. Fiedler, Mrs. W. D. O'Brien, Mrs. Fitzgerald and maid, Mr. Know Thy Hwe, Mr. and Mrs. Chu Tsing Koi, Mr. Lai Kook Lim, Mr. and Mrs. Cheong Ah Peng, Messrs. Law Ah Ho, H. F. Brown, Lim Kiat Sung, Siew Cheong, Wong Kwai and Yuan Ju Cho.

## Shipping Reports.

Str. Kowloon, from Nagasaki—Fine weather during the voyage.

Str. Suez Klang, from Hilo—Moderate to fresh N. and W. winds.

Str. Taming, from Manila—Moderate S.W. and westerly winds and moderate sea, cloudy with heavy rain to fresh N.E. breeze and moderate sea, fine clear weather.

## VESSELS IN PORT.

**Steamers.**  
Aldenhams, Br. s.s., 4,000, St. John George, 3rd Sept.—Melbourne 26th July, Sydney 15th Aug., Brisbane 13th, Townsville 15th, Cairns 16th, Port Darwin 22nd, and Manila 1st Sept., Gen.—C. & L. Co.  
Asco, Br. s.s., 2,786, J. B. Booth, 25th Aug.—Kuchinozu 20th Aug., Ballast.—D. & Co., Ltd.  
Choihsing, Ger. s.s., 1,021, F. Heyenga, 7th Sept.—Bangkok 5th Aug., Rice and Wood.—B. & S.  
Courtfield, Br. s.s., 2,87, J. Wiseman, 2nd Sept.—Kuchinozu 28th Aug., Coal.—M. B. K.  
Empress of China, Br. s.s., 3,045, R. Anchiold, 2nd Sept.—Vancouver, B.C. 6th Aug., and Shanghai 22nd, Mail and Gen.—C. P. R. Co.  
Famsang, Br. s.s., 1,410, H. S. Malkin, 5th Sept.—Hongkong 3rd Sept., Coal.—J. M. & Co.  
Germania, Ger. s.s., 1,000, H. Flügel, 28th Aug.—Sydney via Ports 1st July, Copra and Shells.—S. & Co.  
Helene, Ger. s.s., 771, J. Jessen, 7th Sept.—Hoihow 6th Sept., Gen.—J. & Co.  
Hongkong, Fr. s.s., 732, E. Correll, 7th Sept.—Haiphong and Hoihow 6th Sept., Gen.—A. R. M.  
Ischia, Ital. s.s., 4,182, D. Francesco 4th Sept.—Singapore 20th Aug., Gen.—C. & Co.  
Japan, Br. s.s., 3,876, J. G. Olliff, 5th Sept.—Mojil 1st Sept., Gen.—D. & Co., Ltd.  
Knivaberg, Ger. s.s., 646, D. Fentz, 6th Sept.—Macao 6th Sept., Gen.—J. & Co.  
Kunhsang, Br. s.s., 7,078, E. J. Buller, 26th Aug.—Calcutta via Penang and Singapore 20th Aug., Gen.—J. M. & Co.  
Lauchao, Ger. s.s., 2,216, R. Sperling, 3rd Sept.—Singapore 20th Aug., Rice—J. & Co.  
Manchuria, Am. s.s., 8,750, J. W. Saunders, 4th Sept.—San Francisco 8th Aug., Honolulu 15th, Yokohama 27th, and Shanghai 22nd Sept., Mail and Gen.—P. M. S. S. Co.  
Nord, Nor. s.s., 739, G. Haraldsen, 28th Aug.—Saloon 24th Aug., Rice and Paddy.—Wallem & Co.  
Orland, Nor. s.s., 917, T. A. Lin, 31st Aug.—Mojil 25th Aug., Coal.—Wallem & Co.

**Palenberg, Dut. s.s., 1,119, N. Dalmeyer, 4th Sept.—Canton 4th Sept., Ballast.—Order.**  
Powhatan, Br. s.s., 1,657, W. F. Turner, 3rd Sept.—Salina Cruz (Mexico) 1st July, Ballast.—D. & Co., Ltd.  
Progress, Nor. s.s., 1,641, Thos. Schjowig, 6th Sept.—Sandakan 31st Aug., Timber.—Wallem & Co.  
Rajaburi, Ger. s.s., 1,84, O. Koch, 4th Sept.—Bangkok and Kuchinozu 28th Aug.—C. & L. Co.  
Robi, Br. s.s., 1,623, R. W. Almond, 2nd Sept.—Manila 11th Aug., Gen.—S. T. & Co.  
Sandon Hall, Br. s.s., 1,263, J. M. Malin, 24th Aug.—New York 25th June, Case Oil.—S. O. Co.  
Signal, Ger. s.s., 928, G. Schlaikier, 6th Sept.—Pakhoi and Hoihow 5th Sept., Gen.—J. & Co.  
Store Nord s.s., Dan, cable s.s., 576, H. C. A. Petersen, 6th Sept.—Shanghai 23rd Aug., Ballast.—C. N. T. Co., Ltd.  
Suising, Br. s.s., 1,785, W. D. Welsh, 4th Sept.—Saigon, 1st Sept., Gen.—J. M. & Co.  
Taikosan Maru, Jap. s.s., 1,991, I. Furuki, 6th Sept.—Kuchinozu 1st Sept., Coals.—M. B. K.  
Tartar, Br. s.s., 2,767, H. Davison, R.M.S., 22nd Aug.—Vancouver 25th July, and Shanghai 19th Aug., Gen.—C. P. R. Co.  
Tintau, Ger. s.s., 1,005, H. Bremer, 25th Aug.—Singapore via Bangkok and Kuchinozu 18th Aug., Rice—M. & Co.  
White Cross, Br. s.s., 1,044, Uwins, 28th Aug.—Cardiff 10th July, Coal.—Order.  
Wingsang, Br. s.s., 1,517, H. J. Walker, 4th Sept.—Karatsu 28th Aug., Coal.—J. M. & Co.

## SAILING VESSELS.

King George, Br. ship, 2,57, J. C. White, 21st July.—Swatow 5th July, Ballast.—S. O. Co.  
Lyndhurst, Br. 4-masted ship, 2,50, Parnell, 26th July.—Kobe 1st June, Ballast.—S. O. Co.

## Steamers Expected.

| Vessels       | From      | Agents       | Dur      |
|---------------|-----------|--------------|----------|
| P. Sigismund  | Nagasaki  | M. & Co.     | Sept. 10 |
| Nicomedia     | Nagasaki  | P. & A. Co.  | Sept. 10 |
| Kagoshima     | Singapore | N. Y. K.     | Sept. 10 |
| Totomi Maru   | Singapore | N. Y. K.     | Sept. 13 |
| Borneo        | Singapore | P. & O. Co.  | Sept. 13 |
| Nippon Maru   | Japan     | T. K. K.     | Sept. 14 |
| Kutsang       | Singapore | T. M. & Co.  | Sept. 14 |
| Persia        | Singapore | H. A. L.     | Sept. 14 |
| Kawachi Maru  | Japan     | N. Y. K.     | Sept. 16 |
| Manila        | Sydney    | M. & Co.     | Sept. 16 |
| Laisang       | Singapore | C. M. & Co.  | Sept. 21 |
| Emp. of India | Vancouver | C. P. R. Co. | Sept. 24 |
| India         | Port Said | M. & Co.     | Sept. 24 |

## CHINA COAST METEOROLOGICAL REGISTER.

September 7th, 1907, a.m.

| Vessels       | From   | Agents | Dur        |
|---------------|--------|--------|------------|
| Vladivostok   | 7 a.m. |        |            |
| Nemuro        | 6 a.m. |        |            |
| Hakodate      |        |        |            |
| Kochi         |        |        |            |
| Nagasaki      |        |        |            |
| Kagoshima     |        |        |            |
| Oshima        |        |        |            |
| Ishigakijima  |        |        |            |
| Cheloo        | 6 a.m. | 29.95  | 68 SE 1 b  |
| Weihaiwei     | 6 a.m. | 29.86  | 75 NNE 1 b |
| Hankow        | 6 a.m. | 29.97  | 73 ENE 1 b |
| Kinkiang      | 6 a.m. | 29.91  | 68 SE 2 b  |
| Shanghai      | 6 a.m. | 29.78  | 75 SE 1 cm |
| Gutai         | 6 a.m. | 29.73  | 76 SE 1 cm |
| Sharp Peak    | 6 a.m. | 29.74  | 86 NE 2 b  |
| Amoy          | 6 a.m. | 29.68  | 84 SW 2 c  |
| Swatow        | 6 a.m. | 29.73  | 80 SW 2 c  |
| Taihou        | 6 a.m. | 29.71  | 77 W 2 c   |
| Taihu         | 6 a.m. | 29.68  | 77 W 2 c   |
| Taiwan        | 6 a.m. | 29.67  | 77 W 2 c   |
| Kochin        | 6 a.m. | 29.68  | 77 W 2 c   |
| Pescadore     | 6 a.m. | 29.67  | 77 NE 2 b  |
| Canton        | 6 a.m. | 29.85  | 71 N 1 b   |
| Hongkong      | 6 a.m. | 29.77  | 84 SE 1 b  |
| Victoria Peak | 6 a.m. | 29.77  | 84 SE 1 b  |
| Cap Rock      | 6 a.m. | 29.79  | 85 SE 2 c  |
| Macao         | 6 a.m. | 29.79  | 85 SE 2 c  |
| Hoihow        | 6 a.m. | 29.79  | 85 SE 2 c  |
| Pakhoi        | 6 a.m. | 29.79  | 85 SE 2 c  |
| Phu Lien      | 6 a.m. | 29.79  | 85 SE 2 c  |
| Tourane       | 6 a.m. | 29.79  | 85 SE 2 c  |
| St. James     | 6 a.m. | 29.79  | 85 SE 2 c  |
| Manila        | 6 a.m. | 29.79  | 85 SE 2 c  |
| Legaspi       | 6 a.m. | 29.79  | 85 SE 2 c  |
| Laolod        | 6 a.m. | 29.79  | 85 SE 2 c  |
| Hilo          | 6 a.m. | 29.81  | 82 SW 2 c  |
| Cebu          | 6 a.m. | 29.85  | 85 SW 2 b  |
| Lobuan        | 6 a.m. | 29.90  | 84 SW 2 b  |

September 9th, 1907, a.m.

| Vessels       | From   | Agents | Dur            |
|---------------|--------|--------|----------------|
| Vladivostok   | 7 a.m. |        |                |
| Nemuro        | 6 a.m. |        |                |
| Hakodate      |        |        |                |
| Kochi         |        |        |                |
| Nagasaki      |        |        |                |
| Kagoshima     |        |        |                |
| Oshima        |        |        |                |
| Ishigakijima  |        |        |                |
| Cheloo        | 6 a.m. | 29.73  | 67 90 W 1 b    |
| Weihaiwei     | 6 a.m. | 29.76  | 75 W 4 b       |
| Hankow        | 6 a.m. | 29.88  | 68 90 W 1 b    |
| Kinkiang      | 6 a.m. | 29.81  | 68 90 W 1 b    |
| Shanghai      | 6 a.m. | 29.78  | 77 88 W 1 cm   |
| Gutai         | 6 a.m. | 29.79  | 82 85 NNE 3 og |
| Sharp Peak    | 6 a.m. | 29.66  | 82 83 NE 2 b   |
| Amoy          | 6 a.m. | 29.72  | 78 86 N 1 c    |
| Swatow        | 6 a.m. | 29.69  | 77 86 N 1 c    |
| Taihou        | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Taihu         | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Taiwan        | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Kochin        | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Pescadore     | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Canton        | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Hongkong      | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Victoria Peak | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Cap Rock      | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Macao         | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Hoihow        | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Pakhoi        | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Phu Lien      | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Tourane       | 6 a.m. | 29.71  | 77 86 N 1 c    |
| St. James     | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Manila        | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Legaspi       | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Laolod        | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Hilo          | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Cebu          | 6 a.m. | 29.71  | 77 86 N 1 c    |
| Lobuan        | 6 a.m. | 29.71  | 77 86 N 1 c    |

Barometer 29.75, 29.65, 29.55, 29.45, 29.35, 29.25, 29.15, 29.05, 28.95, 28.85, 28.75, 28.65, 28.55, 28.45, 28.35, 28.25, 28.15, 28.05, 27.95, 27.85, 27.75, 27.65, 27.55, 27.45, 27.35, 27.25, 27.15, 27.05, 26.95, 26.85, 26.75, 26.65, 26.55, 26.45, 26.35, 26.25, 26.15, 26.05, 25.95, 25.85, 25.75, 25.65, 25.55, 25.45, 25.35, 25.25, 25.15, 25.05, 24.95, 24.85, 24.75, 24.65, 24.55, 24.45, 24.35, 24.25, 24.15, 24.05, 23.95, 23.85, 23.75, 23.65, 23.55, 23.45, 23.35, 23.25, 23.15, 23.05, 22.95, 22.85, 22.75, 22.65, 22.55, 22.45, 22.35, 22.25, 22.15, 22.05, 21.95, 21.85, 21.75, 21.65, 21.55, 21.45, 21.35, 21.25, 21.15, 21.05, 20.95, 20.85, 20.75, 20.65, 20.55, 20.45, 20.35, 20.25, 20.15, 20.05, 19.95, 19.85, 19.75, 19.65, 19.55, 19.45, 19.35, 19.25, 19.15, 19.05, 18.95, 18.85, 18.75, 18.65, 18.55, 18.45, 18.35, 18.25, 18.15, 18.05, 17.95, 17.85, 17.75, 17.65, 17.55, 17.45, 17.35, 17.25, 17.15, 17.05, 16.95, 16.85, 16.75, 16.65, 16.55, 16.45, 16.35, 16.25, 16.15, 16.05, 15.95, 15.85, 15.75, 15.65, 15.55, 15.45, 15.35, 15.25, 15.15, 15.05, 14.95, 14.85, 14.75, 14.65, 14.55, 14.45, 14.35, 14.25, 14.15, 14.05, 13.95, 13.85, 13.75, 13.65, 13.55, 13.45, 13.35, 13.25, 13.15, 13.05, 12.95, 12.85, 12.75, 12.65, 12.55, 12.45, 12.35, 12.25, 12.15, 12.05, 11.95, 11.85, 11.75, 11.65, 11.55, 11.45, 11.35, 11.25, 11.15, 11.05, 10.95, 10.85, 10.75, 10.65, 10.55, 10.45, 10.35, 10.25, 10.15, 10.05, 9.95, 9.85, 9.75, 9.65, 9.55, 9.45, 9.35, 9.25, 9.15, 9.05, 8.95, 8.85, 8.75, 8.65, 8.55, 8.45, 8.35, 8.25, 8.15, 8.05, 7.95, 7.85, 7.75, 7.65, 7.55, 7.45, 7.35, 7.25, 7.15, 7.05, 6.95, 6.85, 6.75, 6.65, 6.55, 6.45, 6.35, 6.25, 6.15, 6.05, 5.95, 5.85, 5.75, 5.65, 5.55, 5.45, 5.35, 5.25, 5.15, 5.05, 4.95, 4.85, 4.75, 4.65, 4.55, 4.45, 4.35, 4.25, 4.15, 4.05, 3.95, 3.85, 3.75, 3.65, 3.55, 3.45, 3.35, 3.25, 3.15, 3.05, 2.95, 2.85, 2.75, 2.65, 2.55, 2.45, 2.35, 2.25, 2.15, 2.05, 1.95, 1.85, 1.75, 1.65, 1.55, 1.45, 1.35, 1.25, 1.15, 1.05, 0.95, 0.85, 0.75, 0.65, 0.55, 0.45, 0.35, 0.25, 0.15, 0.05, 0.00.

## DOCK RETURNS.

**HONGKONG AND WHAMPOA DOCK.**  
H.M.S. Flora ..... 1st Kowloon Dock  
Hercules .....  
Kaisberg .....  
Taitau .....  
Dragon .....  
Pouhuan .....  
Rubi .....  
Aberdeen

## The Ships Passed Canal.

2nd August—Achilles, Antelope, Sydney, Ork, Liberia, 6th August—Benvenue, Prince, Humber, Braemar, Manila, Oronimo, Hyton, Rheana, 6th August—Myrland, Kora, Australian, Manilla, St. Domingo, Tams, Maru, 9th August—Perla, 13th August—Franky, Indramayu, Oanfa, Christlania, Oobach, Cardigan, Prussia, Kanagawa, Maru, Rado, 16th August—Borneo, Ernst, Simons, Tydus, Belgravia, 10th August—Bemohr, Syria, Brickschire, Ulysses, 23rd August—Alcinous, Aragonia, Colombo Maru, Glensira, Deccolon, Inaba Maru, Maru, 27th August—Indrapura, Prince Ludwig, Vandalia, Wakasa Maru, 28th August—Idomeneus, Pelus, Schuyll, Willard, Tonkin, 3rd September—Anchisi, Mackoon, Renaldi, Nyansa, Pishawar, China (Am), Poona, Brighton, Ceylon Maru, Klut, St. Patrick, 6th September—Glaucus, Baksta Maru, Yarra, Hokanstuifen, Kanakura Maru, Pak Ling.  
Arrivals at Home—2nd August—Indran, Indramayu, 6th August—Glenlogan, Room, Humber, 7th August—Drona, 9th August—Nadia, 13th August—Glenlogan, 16th August—Glenlogan, 17th August—Glenlogan, 18th August—Glenlogan, 19th August—Glenlogan, 20th August—Glenlogan, 21st August—Glenlogan, 22nd August—Glenlogan, 23rd August—Glenlogan, 24th August—Glenlogan, 25th August—Glenlogan, 26th August—Glenlogan, 27th August—Glenlogan, 28th August—Glenlogan, 29th August—Glenlogan, 30th August—Glenlogan, 31st August—Glenlogan, 1st September—Glenlogan, 2nd September—Glenlogan, 3rd September—Glenlogan, 4th September—Glenlogan, 5th September—Glenlogan, 6th September—Glenlogan, 7th September—Glenlogan, 8th September—Glenlogan, 9th September—Glenlogan, 10th September—Glenlogan, 11th September—Glenlogan, 12th September—Glenlogan, 13th September—Glenlogan, 14th September—Glenlogan, 15th September—Glenlogan, 16th September—Glenlogan, 17th September—Glenlogan, 18th September—Glenlogan, 19th September—Glenlogan, 20th September—Glenlogan, 21st September—Glenlogan, 22nd September—Glenlogan, 23rd September—Glenlogan, 24th September—Glenlogan, 25th September—Glenlogan, 26th September—Glenlogan, 27th September—Glenlogan, 28th September—Glenlogan, 29th September—Glenlogan, 30th September—Glenlogan, 1st October—Glenlogan, 2nd October—Glenlogan, 3rd October—Glenlogan, 4th October—Glenlogan, 5th October—Glenlogan, 6th October—Glenlogan, 7th October—Glenlogan, 8th October—Glenlogan, 9th October—Glenlogan, 10th October—Glenlogan, 11th October—Glenlogan, 12th October—Glenlogan, 13th October—Glenlogan, 14th October—Glenlogan, 15th October—Glenlogan, 16th October—Glenlogan, 17th October—Glenlogan, 18th October—Glenlogan, 19th October—Glenlogan, 20th October—Glenlogan, 21st October—Glenlogan, 22nd October—Glenlogan, 23rd October—Glenlogan, 24th October—Glenlogan, 25th October—Glenlogan, 26th October—Glenlogan, 27th October—Glenlogan, 28th October—Glenlogan, 29th October—Glenlogan, 30th October—Glenlogan, 31st October—Glenlogan, 1st November—Glenlogan, 2nd November—Glenlogan, 3rd November—Glenlogan, 4th November—Glenlogan, 5th November—Glenlogan, 6th November—Glenlogan, 7th November—Glenlogan, 8th November—Glenlogan, 9th November—Glenlogan, 10th November—Glenlogan, 11th November—Glenlogan, 12th November—Glenlogan, 13th November—Glenlogan, 14th November—Glenlogan, 15th November—Glenlogan, 16th November—Glenlogan, 17th November—Glenlogan, 18th November—Glenlogan, 19th November—Glenlogan, 20th November—Glenlogan, 21st November—Glenlogan, 22nd November—Glenlogan, 23rd November—Glenlogan, 24th November—Glenlogan, 25th November—Glenlogan, 26th November—Glenlogan, 27th November—Glenlogan, 28th November—Glenlogan, 29th November—Glenlogan, 30th November—Glenlogan, 1st December—Glenlogan, 2nd December—Glenlogan, 3rd December—Glenlogan, 4th December—Glenlogan, 5th December—Glenlogan, 6th December—Glenlogan, 7th December—Glenlogan, 8th December—Glenlogan, 9th December—Glenlogan, 10th December—Glenlogan, 11th December—Glenlogan, 12th December—Glenlogan, 13th December—Glenlogan, 14th December—Glenlogan, 15th December—Glenlogan, 16th December—Glenlogan, 17th December—Glenlogan, 18th December—Glenlogan, 19th December—Glenlogan, 20th December—Glenlogan, 21st December—Glenlogan, 22nd December—Glenlogan, 23rd December—Glenlogan, 24th December—Glenlogan, 25th December—Glenlogan, 26th December—Glenlogan, 27th December—Glenlogan, 28th December—Glenlogan, 29th December—Glenlogan, 30th December—Glenlogan, 31st December—Glenlogan, 1st January—Glenlogan, 2nd January—Glenlogan, 3rd January—Glenlogan, 4th January—Glenlogan, 5th January—Glenlogan, 6th January—Glenlogan, 7th January—Glenlogan, 8th January—Glenlogan, 9th January—Glenlogan, 10th January—Glenlogan, 11th January—Glenlogan, 12th January—Glenlogan, 13th January—Glenlogan, 14th January—Glenlogan, 15th January—Glenlogan, 16th January—Glenlogan, 17th January—Glenlogan, 18th January—Glenlogan, 19th January—Glenlogan, 20th January—Glenlogan, 21st January—Glenlogan, 22nd January—Glenlogan, 23rd January—Glenlogan, 24th January—Glenlogan, 25th January—Glenlogan, 26th January—Glenlogan, 27th January—Glenlogan, 28th January—Glenlogan, 29th January—Glenlogan, 30th January—Glenlogan, 31st January—Glenlogan, 1st February—Glenlogan, 2nd February—Glenlogan, 3rd February—Glenlogan, 4th February—Glenlogan, 5th February—Glenlogan, 6th February—Glenlogan, 7th February—Glenlogan, 8th February—Glenlogan, 9th February—Glenlogan, 10th February—Glenlogan, 11th February—Glenlogan, 12th February—Glenlogan,



## SHARE QUOTATIONS.

Supplied by Messrs. R. S. Kadoorie &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS.                                                                | NO. OF SHARES. | VALUE.   | PAID UP. | POSITION AS PER LAST REPORT                        | AT WORKING ACCOUNT. | LAST DIVIDEND.                                                                   | APPROXIMATE RETURN PERCENT. BASED ON LAST YEAR'S DIV. | CLOSING QUOTATIONS.                                                                                     |
|------------------------------------------------------------------------|----------------|----------|----------|----------------------------------------------------|---------------------|----------------------------------------------------------------------------------|-------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| <b>BANKS.</b>                                                          |                |          |          |                                                    |                     |                                                                                  |                                                       |                                                                                                         |
| Hongkong & Shanghai Banking Corporation (new)                          | 40,000         | \$125    | \$125    | \$1,000,000                                        | \$1,797,167         | {£1.15/- for 1 year ending 30.6.07 @ ex 2 2/3 3/16 = \$16.04                     | 4 1/2 %                                               | {Issue \$647 sales new \$505 n. issue London 27 3/4 ex new issue London 26.10/ n. issue first call \$51 |
| National Bank of China, Limited                                        | 10,000         | £7       | £6       | {£127 3/4 \$300,000                                | \$71,293            | \$2 (London 3/6) for 1907                                                        | ...                                                   | ...                                                                                                     |
| <b>MARINE INSURANCES.</b>                                              |                |          |          |                                                    |                     |                                                                                  |                                                       |                                                                                                         |
| Canton Insurance Office, Limited                                       | 10,000         | £250     | £150     | {£1,675,000 \$300,000                              | \$233,638           | \$50 for 1905                                                                    | 7 1/2 %                                               | \$270                                                                                                   |
| North China Insurance Company, Limited                                 | 10,000         | £15      | £5       | {£100,000 Tls. 50,000                              | Tls. 185,529        | {Interim of 7/6 for account 1906 @ ex 2/10 11 16 per tal.                        | 6 %                                                   | Tls. 77 1/2 sellers                                                                                     |
| Union Insurance Society of Canton, Limited                             | 2,400          | \$250    | \$100    | {£3,000,000 \$70,000                               | \$1,460,410         | {Final of \$12 making \$42 for 1905 and Interim of 23 1/2 for 1906               | 5 1/2 %                                               | \$760                                                                                                   |
| Yangtze Insurance Association, Limited                                 | 8,000          | \$100    | \$60     | {£81,000 \$136,287                                 | 1461,467            | 11/- for year ending 31.12. 5                                                    | 7 %                                                   | \$170                                                                                                   |
| <b>FIRE INSURANCES.</b>                                                |                |          |          |                                                    |                     |                                                                                  |                                                       |                                                                                                         |
| China Fire Insurance Company, Limited                                  | 10,000         | \$100    | \$50     | {£320,449 \$57,616                                 | \$362,080           | {£1 and bonus \$2 for 1905                                                       | 9 1/2 %                                               | \$87 sales                                                                                              |
| Hongkong Fire Insurance Company, Limited                               | 8,000          | \$250    | \$50     | {£1,250,000 \$1,250,000                            | \$435,236           | \$40 for 1905                                                                    | 12 1/2 %                                              | \$315                                                                                                   |
| <b>SHIPPING.</b>                                                       |                |          |          |                                                    |                     |                                                                                  |                                                       |                                                                                                         |
| China and Manila Steamship Company, Limited                            | 10,000         | \$25     | \$25     | {£7,000 \$26,638                                   | \$365               | \$1 for 1906                                                                     | 6 1/2 %                                               | \$15 buyers                                                                                             |
| Douglas Steamship Company, Limited                                     | 10,000         | \$50     | \$50     | {£250,000 \$250,000                                | Nil.                | \$2 1/2 for year ended 30. 1906                                                  | 6 %                                                   | \$41                                                                                                    |
| Hongkong, Canton & Macao Steamboat Co., Ltd.                           | 10,000         | \$15     | \$15     | {£55,000 \$89,989                                  | 127,101             | \$1 for 1st half-year ending 30.6.07                                             | 7 1/2 %                                               | \$28                                                                                                    |
| Indo-China Steam Navigation Co., Ltd. (Preferred)                      | 10,000         | £5       | £5       | {£65,000 \$270,000                                 | £3,694              | 5/- for 1906 @ ex 2 2/3 = \$7.74 per share                                       | 3 1/2 %                                               | {£30 buyers \$28 buyers                                                                                 |
| Shanghai Tug and Lighter Company, Limited                              | 100,000        | Tls. 50  | Tls. 50  | {Tls. 54,372 \$2,601,112                           | 113,327             | Interim of Tls. 12 for account 1907                                              | 11 1/2 %                                              | {Tls. 47 1/2 sales 10 1/2 %                                                                             |
| "Shell" Transport and Trading Company, Limited                         | 10,000         | £1       | £1       | {£1,871 \$85,000                                   | 172,370             | Interim of 1/- (Coupon No. 8 '01 a/c 19-7                                        | 4 1/2 %                                               | {Tls. 48 buyers 44 1/6 buyers                                                                           |
| "Star" Ferry Company, Limited                                          | 10,000         | \$10     | \$5      | {£35,957 Tls. 98,000                               | \$137               | {£1.00/- for year ending 30.4.1907                                               | 5 %                                                   | \$20                                                                                                    |
| Taku Tug and Lighter Company, Limited                                  | 10,000         | Tls. 50  | Tls. 50  | {Tls. 410,479 Tls. 62,000 Tls. 81,200 Tls. 30,000  | 18,730              | Final of Tls. 2 making Tls. 6 for 1906                                           | 12 %                                                  | Tls. 50 sellers                                                                                         |
| <b>REFINERIES.</b>                                                     |                |          |          |                                                    |                     |                                                                                  |                                                       |                                                                                                         |
| China Sugar Refining Company, Limited                                  | 10,000         | \$100    | \$100    | {£450,000                                          | 9,218               | \$8 for year ending 31.12.06                                                     | 8 1/2 %                                               | 98 sales                                                                                                |
| Luzon Sugar Refining Company, Limited                                  | 7,000          | \$100    | \$100    | {£100,000                                          | 8,935               | \$3 for 1907                                                                     | ...                                                   | \$21                                                                                                    |
| Perak Sugar Cultivation Company, Limited                               | 7,000          | Tls. 50  | Tls. 50  | {Tls. 100,000                                      | 8,935               | Tls. 4 (8 %) for year ending 31.8.06                                             | 4 1/2 %                                               | Tls. 90 sellers                                                                                         |
| <b>MINING.</b>                                                         |                |          |          |                                                    |                     |                                                                                  |                                                       |                                                                                                         |
| Chinese Engineering and Mining Company, Ltd.                           | 100,000        | £1       | £1       | {£110,000 \$26,011                                 | £12,546             | Interim of 1/6 for a/c year ending 28.2.07                                       | 4 %                                                   | Tls. 15.20 buyers                                                                                       |
| Faith Australian Gold Mining Company, Limited                          | 50,000         | £1       | £1       | {£4,873                                            | £11,358             | No. 17 of 1/- = 48 cents                                                         | ...                                                   | \$7 1/2                                                                                                 |
| <b>DOCKS, WHARVES &amp; GODOWNS.</b>                                   |                |          |          |                                                    |                     |                                                                                  |                                                       |                                                                                                         |
| Fenwick (Geo.) & Co., Limited                                          | 18,000         | \$25     | \$25     | {£64,124                                           | \$10,335            | \$1.75 for year ending 31.12.06                                                  | 10 1/2 %                                              | 117                                                                                                     |
| Hongkong & Kowloon Wharf and Godown Co., Ltd.                          | 40,000         | \$50     | \$50     | {£100,000 \$23,152                                 | \$3,047             | Interim of \$2 1/2 for six months ending June 30th 1907                          | 6 1/2 %                                               | 63                                                                                                      |
| Hongkong and Whampoa Dock Company, Ltd.                                | 10,000         | \$50     | \$50     | {£100,000 \$50,000                                 | \$491,580           | \$4 for 1st half-year ending June 30th, 1907                                     | 7 1/2 %                                               | \$105                                                                                                   |
| Shanghai Dock and Engineering Co., Ltd.                                | 55,700         | Tls. 100 | Tls. 100 | {Tls. 487,910 Tls. 100,000 Tls. 19,100 Tls. 75,000 | 10,459              | Tls. 3 for year ending 30th April 1907                                           | 3 1/2 %                                               | Tls. 79                                                                                                 |
| Shanghai and Hongkew Wharf Company, Limited                            | 36,000         | Tls. 100 | Tls. 100 | {Tls. 100,000 Tls. 19,100 Tls. 75,000              | 23,117              | Interim of Tls. 8 for account 1907                                               | 8 %                                                   | Tls. 226 buyers                                                                                         |
| <b>LANDS, HOTELS &amp; BUILDINGS.</b>                                  |                |          |          |                                                    |                     |                                                                                  |                                                       |                                                                                                         |
| Anglo-French Land Investment Co., Ltd.                                 | 25,000         | Tls. 100 | Tls. 100 | {Tls. 15,000                                       | Tls. 3,388          | Tls. 6 for 14 1/2 months ending 28.2.07                                          | 6 %                                                   | Tls. 103                                                                                                |
| Astor House Hotel Company, Limited (Shanghai)                          | 10,000         | \$25     | \$25     | {£30,000                                           | 10,908              | 1 1/2 for year ending 30.6.07                                                    | 9 1/2 %                                               | \$23                                                                                                    |
| Central Stores, Limited                                                | 50,123         | \$25     | \$25     | {£1,000                                            | 29,178              | \$1.80 for 1906                                                                  | 12 %                                                  | \$14 1/2                                                                                                |
| Hongkong Hotel Company, Limited                                        | 12,000         | \$50     | \$50     | {£44,475 \$26,075                                  | 1,371               | \$5 for second half-year making \$10 for 1906                                    | 10 %                                                  | \$100 buyers                                                                                            |
| Hongkong Land Investment and Agency Co., Ltd.                          | 50,000         | \$100    | \$100    | {£250,000 \$56,218                                 | \$56,218            | Interim of \$3 1/2 for half year ending 30.6.07                                  | 7 1/2 %                                               | 198 sellers                                                                                             |
| Humphreys Estate & Finance Company, Limited                            | 10,000         | \$10     | \$10     | {£208,386 \$50,000                                 | \$11,567            | 80 cents for 1906                                                                | 7 1/2 %                                               | \$10 1/2 sa. and b.                                                                                     |
| Kowloon Land and Building Company, Limited                             | 6,000          | \$50     | \$50     | {£1,000                                            | 11,089              | \$2 1/2 for 1906                                                                 | 7 1/2 %                                               | \$36                                                                                                    |
| Shanghai Land Investment Company, Limited                              | 78,000         | Tls. 10  | Tls. 50  | {Tls. 869,493 Tls. 170,000                         | 61,978              | Interim of Tls. 3 for account 1907                                               | 7 1/2 %                                               | Tls. 102 sellers                                                                                        |
| West Point Building Company, Limited                                   | 12,500         | \$50     | \$50     | {none                                              | \$1,519             | Interim of \$2 for half year ending June 30th                                    | 8 1/2 %                                               | \$48                                                                                                    |
| <b>COTTON MILLS.</b>                                                   |                |          |          |                                                    |                     |                                                                                  |                                                       |                                                                                                         |
| Ewo Cotton Spinning and Weaving Company, Ltd.                          | 15,000         | Tls. 50  | Tls. 50  | {Tls. 150,000 Tls. 45,939                          | 11,64,986           | Tls. 10 for year ended 31.10.1906                                                | 15 1/2 %                                              | Tls. 65 buyers                                                                                          |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited          | 125,000        | \$10     | \$10     | {Tls. 150,000                                      | \$21,660            | \$1 1/2 for the year ending 31.7.06                                              | 11 1/2 %                                              | \$11                                                                                                    |
| International Cotton Manufacturing Company, Ltd.                       | 10,000         | Tls. 75  | Tls. 75  | {Tls. 150,000                                      | Tls. 36,211         | Tls. 6 for year ended 30.9.06 (8 %)                                              | 11 1/2 %                                              | Tls. 52                                                                                                 |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.                      | 8,000          | Tls. 100 | Tls. 100 | {none                                              | Tls. 31,469         | Tls. 8 for 1906                                                                  | 8 1/2 %                                               | Tls. 90 sellers                                                                                         |
| Soy Chee Cotton Spinning Company, Limited                              | 1,000          | Tls. 500 | Tls. 500 | {Tls. 28,357                                       | Tls. 50,663         | Tls. 50 for 1906                                                                 | 16 1/2 %                                              | Tls. 300 sellers                                                                                        |
| <b>MISCELLANEOUS.</b>                                                  |                |          |          |                                                    |                     |                                                                                  |                                                       |                                                                                                         |
| Bell's Asbestos Eastern Agency, Limited                                | 8,604          | 12/6     | 12/6     | {£1,299                                            | £638                | 1 1/2 per share for 1906                                                         | 9 %                                                   | \$6 1/2                                                                                                 |
| Campbell, Moore & Co., Limited                                         | 1,200          | \$10     | \$10     | {£19,000                                           | 1653                | \$3 for 1905                                                                     | ...                                                   | \$20 sellers                                                                                            |
| China-Borneo Company, Limited                                          | 10,000         | \$12     | \$12     | {£10,000                                           | Nil.                | \$1 for 1904                                                                     | ...                                                   | \$9 1/2 sales                                                                                           |
| China Flour Mill Co., Limited                                          | 4,000          | Tls. 50  | Tls. 50  | {£10,000                                           | Tls. 889            | Final of Tls. 5 making Tls. 10 for 1905                                          | ...                                                   | Tls. 10                                                                                                 |
| China Light and Power Company, Limited                                 | 10,000         | \$10     | \$10     | {£10,000                                           | 125,000             | 60 cents for year ended 18.2.06                                                  | ...                                                   | 16 buyers                                                                                               |
| China Provident Loan & Mortgage Company, Ltd.                          | 100,000        | \$10     | \$10     | {£115,000                                          | 1855                | 80 cents for 1906                                                                | 9 %                                                   | \$9                                                                                                     |
| Dairy Farm Company, Limited                                            | 25,000         | \$7 1/2  | \$6      | {£50,000                                           | \$2,555             | \$1.30 for year ending 31.7.1906                                                 | 8 1/2 %                                               | \$16 buyers                                                                                             |
| Green Island Cement Company, Limited                                   | 400,000        | \$10     | \$10     | {£11,000                                           | 10,804              | Interim of 50 cents per share for a/c 1907                                       | 9 %                                                   | \$11                                                                                                    |
| Hall & Holtz, Limited                                                  | 71,000         | \$20     | \$20     | {£186,000                                          | 15,002              | \$2 1/2 for year ending 28.2.07                                                  | 11 1/2 %                                              | \$70 sellers                                                                                            |
| Hongkong Electric Company, Limited                                     | 60,000         | \$10     | \$10     | {none                                              | 12,933              | 11 per share for year ending 28.2.07                                             | 7 1/2 %                                               | \$14 sales                                                                                              |
| Hongkong Ice Company, Limited                                          | 5,000          | \$25     | \$25     | {£105,000                                          | \$4,361             | Interim of \$4 for year ending June 30th '07                                     | 9 1/2 %                                               | \$240                                                                                                   |
| Hongkong Rope Manufacturing Company, Ltd.                              | 50,000         | \$10     | \$10     | {£365,000                                          | \$4,212             | Interim of 80 cents per share for a/c 1907                                       | 8 %                                                   | \$25 buyers                                                                                             |
| Maatschappij tot Nijverheid en Landbouwexploitatie in Langkat, Limited | 25,000         | Gs. 100  | Gs. 100  | {Tls. 547,500 Tls. 27,603                          | 10,374              | Second interim div. of Tls. 7 1/2 for a/c 1907                                   | 9 1/2 %                                               | Tls. 325 buyers                                                                                         |
| Peak Tramways Company, Limited                                         | 25,000         | \$10     | \$10     | {none                                              | \$2,655             | 51 pe sh. or period for 19th Oct. to 30th Apr. '07                               | 8 1/2 %                                               | \$12                                                                                                    |
| Peak Tramways Company (new)                                            | 50,000         | \$10     | \$10     | {none                                              | ...                 | ...                                                                              | ...                                                   | ...                                                                                                     |
| Philippine Company, Limited                                            | 67,500         | \$10     | \$10     | {none                                              | ...                 | ...                                                                              | ...                                                   | ...                                                                                                     |
| Shanghai Gas Company, Limited                                          | 24,000         | Tls. 50  | Tls. 50  | {Tls. 100,000                                      | Dr. P. 34,324       | None                                                                             | ...                                                   | 55 buyers                                                                                               |
| Shanghai Horse Bazaar Co., Ltd.                                        | 5,400          | Tls. 50  | Tls. 50  | {Tls. 67,323 Tls. 45,000                           | Tls. 7,990          | Interim of Tls. 3 1/2 for account 1907                                           | 7 1/2 %                                               | Tls. 108 1/2                                                                                            |
| Shanghai Pulp and Paper Company, Limited                               | 4,500          | Tls. 100 | Tls. 100 | {Tls. 8,000 Tls. 24,820 Tls. 50,000                | Tls. 3,374          | Tls. 4 for 1905                                                                  | ...                                                   | Tls. 30 buyers                                                                                          |
| Shanghai-Sumatra Tobacco Company, Limited                              | 30,000         | Tls. 20  | Tls. 20  | {Tls. 50,000                                       | Tls. 7,843          | Final of Tls. 5 and Tls. 10 for 1906                                             | 14 %                                                  | Tls. 70 sellers                                                                                         |
| Shanghai Waterworks Company, Limited                                   | 8,475          | £20      | £20      | {Tls. 190,000                                      | Tls. 85,592         | Final of Tls. 6 making Tls. 10 for 1906                                          | 8 1/2 %                                               | Tls. 121 buyers                                                                                         |
| South China Morning Post, Limited                                      | 7,200          | £20      | £20      | {none                                              | Dr. 41,934          | Interim of 15/- for account 1907                                                 | ...                                                   | Tls. 310 buyers                                                                                         |
| Steam Laundry Company, Limited                                         | 6,000          | \$25     | \$25     | {none                                              | 2214                | Interim of 11/3 for account 1907                                                 | ...                                                   | Tls. 280 buyers                                                                                         |
| Tientsin Waterworks Company, Limited                                   | 2,000          | Tls. 100 | Tls. 100 | {Tls. 15,295 Tls. 4,000                            | Tls. 201            | None                                                                             | ...                                                   | \$22                                                                                                    |
| Union Waterboat Company, Limited                                       | 50,000         | \$10     | \$10     | {£35,000                                           | 51,360              | 30 cts. (old) & 15 cts. (new) year ended 31.5.06                                 | 4 1/2 %                                               | \$6 1/2                                                                                                 |
| United Asbestos Oriental Agency, Limited                               | 10,000         | \$10     | \$10     | {none                                              | ...                 | Tls. 6 1/2 for year ending 30.4.07                                               | ...                                                   | Tls. 97                                                                                                 |
| Watson, (A. S.) & Co., Limited                                         | 10,000         | \$10     | \$10     | {£300,000                                          | 55,482              | First year.                                                                      | ...                                                   | \$12                                                                                                    |
| William Powell, Limited                                                | 15,000         | \$10     | \$10     | {£15,000                                           | 51,360              | 80 cents on 9,900 ord. shares and 1 1/2 on 100 Founders shares in y. end. 1.5.07 | 8 %                                                   | \$10                                                                                                    |
|                                                                        |                |          |          | {£15,000                                           | 55,482              | Final of 40 cents per share making 80 cents for year ending 31.12.07             | 7 1/2 %                                               | \$11 sellers                                                                                            |
|                                                                        |                |          |          | {£15,000                                           | 51,360              | Final of 30 cts. making 80 cts. for the year ended 30th June, 1906               | 10 %                                                  | \$8                                                                                                     |

\* These shares are entitled to half of the profits.

## Shipping—Steamers



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

"MALTA,"  
Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 21st September, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia* due in London on 2nd November, 1907.

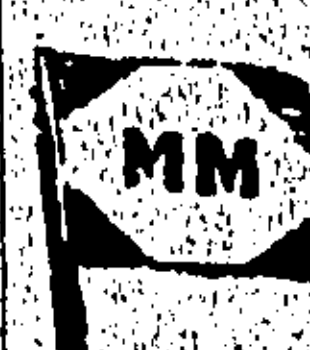
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 7th September, 1907.

## MESSAGERIES MARITIMES FRENCH MAIL STEAMERS



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "TOURANE,"

Captain Lancelotti, will be despatched for MARSEILLES on TUESDAY, the 17th September, at 1 P.M.

This Steamer connects at Colombo with the Australian line S.S. *Armand*, bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *AUSTRALIEN* ..... 1st Oct.S.S. *NERA* ..... 15th Oct.S.S. *YARR* ..... 29th Oct.S.S. *ERNEST SIMONS* ..... 12th Nov.S.S. *TONKIN* ..... 26th Nov.S.S. *POLYNESIE* ..... 10th Dec.

G. DE CHAMPEAUX, Agent.

Hongkong, 4th September, 1907.

## Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1859.

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REQUISITES.

&amp;c., &amp;c., &amp;c.

Telephone 256.

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Hongkong, 16th May, 1907.

## DEPOT

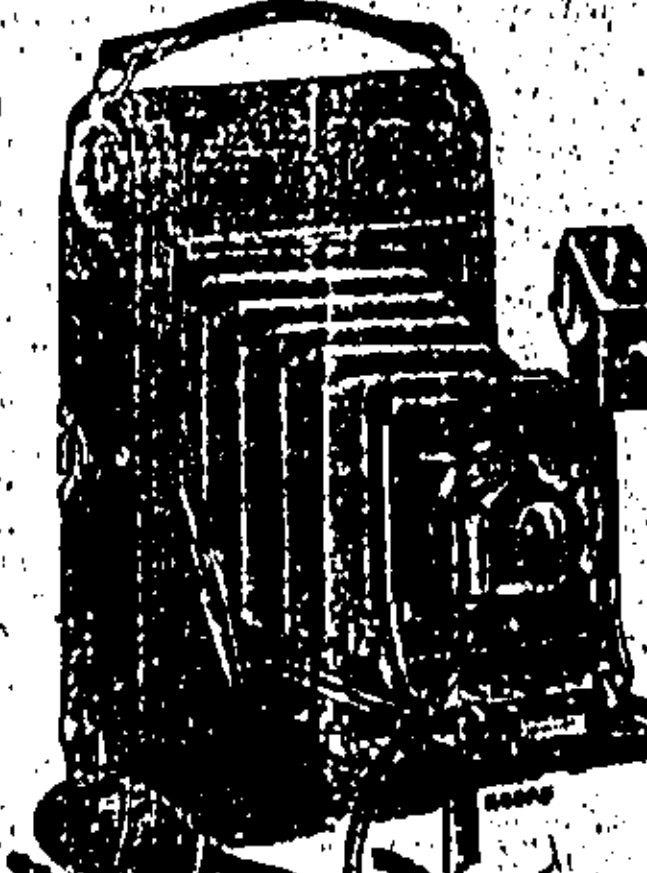
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